

CITY OF TUCSON DEPARTMENT OF TRANSPORTATION

PUBLIC ART

MASTER PLAN

HOUGHTON ROAD CORRIDOR

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PUBLIC ART MASTER PLAN

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HOUGHTON ROAD CORRIDOR

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HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

CONTRIBUTORS

The Public Art Master Planning Team consisting of Blessing Hancock, Nina Borgia-Aberle, and Stephen Grede wrote The Houghton Road Corridor Public Art Master Plan in 2010 for the City of Tucson Department of Transportation. The planners worked closely with City of Tucson Project Manager, M.J. Dillard, consultant design team members, the Tucson Pima Arts Council (TPAC), Wards 2 and 4 Citizens Design Review Committees (CDRC). (“Ward” is a geographical term). The planners interacted with over 200 citizens during the course of their yearlong process.



*Nina Borgia-Aberle presenting public art findings
at a Ward 2 Open House.*

INTRODUCTION

MASTER PLANNING PROCESS

The Houghton Road Corridor Public Art Master Plan represents 12 months of evaluation and collaboration with the project design team to achieve an understanding of the traffic, engineering, safety, and landscape goals for the project. Public input was achieved during 7 CDRC meetings, two City of Tucson open house events and six additional community events including Neighborhood Association meetings, and four community events. Education was a key component in the process and the artists used a slide show they developed titled “An Introduction to Public Art in Transportation: a Non-Urban focus”. (See Appendix) This tool was extremely helpful in developing open communication and discussion about public art options and potential.

MISSION STATEMENT

The mission of the Houghton Road Public Art Master Plan is to provide long-term goals and objectives for public art along Houghton Road Corridor over the next ten plus years. The public art master plan takes into consideration technical, conceptual, environmental, historic, and community perspectives to create a document that will provide guidelines and inspiration for all individuals and entities involved in the continuing public art process along Houghton Road. The goal of this plan is to create guiding principles that will encourage full integration between the art, landscape, and roadway design; and inspire continued involvement with and by the community in the public art process.

COMMUNITY PERSPECTIVES

“I enjoy all
public art
and feel it
enhances life
experiences.”

(Ward 2 Resident)

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

HOW TO USE THIS MASTER PLAN

The Houghton Road Corridor consists of 13 miles of roadway, includes 11 transportation projects, and intersects 14 neighborhoods. It takes longer to drive from one end of the corridor to the other than it takes to drive from downtown Tucson to Houghton Road. From the start the planners heard the project design team and the community ask for recommendations that would result in thematic and visual continuity along the corridor. Concurrently they heard community leaders and residents speak about the individual identities and character of where they lived and their request that the art address the unique nature of their neighborhood. Addressing these diverse goals along such a long corridor leads the planners to innovative recommendations that have not been undertaken before in Tucson. The planners advise that reading this master plan as a whole with a pioneering spirit and a sense of adventure will help the reader better understand the planners vision of the roadway as a cohesive corridor.

For readability purposes the corridor maps are split into 5 segments north to south with all Ward 2 projects on Map 1 and all Ward 4 Projects on maps 2-5. The projects are discussed north to south, not in order of implementation, for practical purposes and to reinforce the vision of the roadway as one corridor. The definitions appear at the

beginning of the document and include terminology that the planners have adapted to communicate their ideas. The planners coined terms such as “Design Carryover”, and “Significant Right of Way Hub” because they were the best way to talk about concepts that emerged as part of the planning process. Some of the recommendations will require follow through for years to come by future project managers, design team members, the Tucson Pima Arts Council staff, and project artists. This will call for commitment and a certain level of “passing the torch” as staff members within various entities change positions. The planners recommend that artists interviewed for individual public art projects read the entire document and respond to recommendations.

If an artist chooses to eliminate the primary or secondary recommendations for a segment or take a dramatically different direction, the planners suggest that they consider the objectives of the plan and include the City of Tucson project manager, TPAC representative and the community in their decision. It is understood that change is inevitable and this document is meant to guide the ongoing public art process, not stifle it.

COMMUNITY PERSPECTIVES

“Public art can
make us feel
good about
where we live.”

(Ward 4 Resident)

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

DEFINITIONS OF TERMINOLOGY

Abstract Art does not imitate or directly represent external reality. It is based on the theory that form, line and color can be a visual language without needing to refer to external realities.

Artist Consultation occurs when the artist gives their aesthetic opinion concerning material choices, colors, or style of aspects of the project. An example would be if the engineer would ask the artist their opinion on the look of a soil nail wall or a landscape designer asked for an opinion on a block type or color.

Aesthetic Vision refers to the artist's concept of what is artistically valid. This may include the concepts of good design, beauty, the way materials are used and handled by the artist, and a sense of what may be cohesive with the site.

Citizen's Design Review Committee (CDRC)

A committee of community representatives were selected to meet with the design team for the duration of the corridor project design and to continue on as the projects become implemented. Two CDRC committees exist, one for Ward 1 and one for Ward 2.

Collaboration between the artist and the team can occur on several levels. "Design Only" collaboration occurs when the artist works with other team members (engineer, landscape designer) to design an aspect of the project without actually creating any art.

Design Only refers to the artist designing aspects of infrastructure (rail, fencing, form liners, paving patterns, landscape elements etc.) that will be built and paid for as part of the roadway construction budget, not the art construction budget.

Design Carryover refers to elements that have been designed in one project utilizing a "design only" approach with the recommendation that the design be "carried over" into future projects to add to a sense of continuity within the corridor.

Dispersed Art Work refers to an approach where the artwork is integrated within the roadway project through several potential processes. The artist can work with the landscape designers and engineers utilizing artist consultation methods, a design only approach with infrastructure elements, as well as creating specific artist made works or repeated elements that are "dispersed" through out the segment.

COMMUNITY PERSPECTIVES

"Public Art
means art for
anybody"

(5 Year Old Art Enthusiast,
Ward 4)

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

Environmental art focuses on interrelationships between humans and nature and may use natural materials and landscapes to convey meaning. Environmental art may restore damaged ecosystems and landscapes or may simply interpret historical, social, and environmental information.

Integrated Art is physically attached to or part of the infrastructure. These works can take the form of:

- Walls - retaining walls, sound walls, free standing, and seating walls.
- Paving - sidewalks, medians, roadway, comfort area. Materials include concrete, stone, brick, pavers, and rock mulch.
- Lighting and Signage.
- A bridge – form, supports, underside and sides, median, railings.

*** Please note that on Houghton Road corridor a new “standard” rail has been designed by an artist that will replace the typical City of Tucson standard rail seen on most roadways**

Media refers to the primary material an artist uses such as steel or cast bronze. The term “mixed media” refers to an artist using several types of media in one specific work of art. Some artists work in their “primary media” but design for many other materials.

Pelican Crossing is an acronym for pedestrian light control; a pedestrian crossing with traffic lights that are controlled by pedestrians.

Project Coordination is possible when an artist works on design only elements in one project that can be incorporated within the plans of future projects. This approach allows for a sense of continuity on a corridor project. An example is an artist designing a rail with the intention that it be included in other segments.

Representational Art attempts to accurately depict its subject so that it is recognizable to the viewer.

Soil Nail is a method of cut-slope stabilization that incorporates pinning a steel mesh on the surface and applying gunnite-like concrete.

Significant Right of Way Hub is possible in certain locations that provide a larger than typical or “significant” amount of right of way (ROW). These spaces allow artists to create work with a larger footprint than is possible within typical ROW and are ideal locations for a hub where pedestrians, hikers, and cyclists can stop and gather. The intention for the spaces can vary and thus the experience. Some spaces may be social in nature, others meditative, playful, or reflective.

COMMUNITY PERSPECTIVES

“Please keep
the standard
for the public
art high.”

(Ward 4 Resident)

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

DEFINITIONS OF TERMINOLOGY CONT.

Site-specific Art is made for a certain place, which cannot be separated or exhibited apart from its intended environment. The artist considers many factors when developing the art for a specific site including the natural history, environmental data, history, cultural significance and

Stand-alone Art involves sculptural artworks that are placed within the ROW where there is adequate space and viewing opportunity. They “stand alone” meaning they are not attached to any other structure. Stand-alone art may be functional (such as a shade structure) or simply exist for artistic and cultural purposes.

Visual Vocabulary refers to the visual language artists use to express themselves and their ideas. If you look at several works of art by one artist you will begin to see how they use materials and how they “think” and express their ideas. The artwork may vary but you will see similarities in their approach, defined as their visual language.

Ward is the term used for political geographic boundaries used for Tucson City Council member elections.

COMMUNITY PERSPECTIVES

“More
roadways need
more art: art
is great, it can
motivate”

(Ward 2 Resident)

PUBLIC ART MASTER PLAN

HOUGHTON ROAD

HOUGHTON ROAD CORRIDOR

REGIONAL TRANSPORTATION AUTHORITY (RTA) IMPLEMENTATION PLAN (2009 - 2019)

REGIONAL TRANSPORTATION AUTHORITY (RTA) PROJECT IMPROVEMENTS

HOUGHTON ROAD NEIGHBORHOODS/CDRC MAP

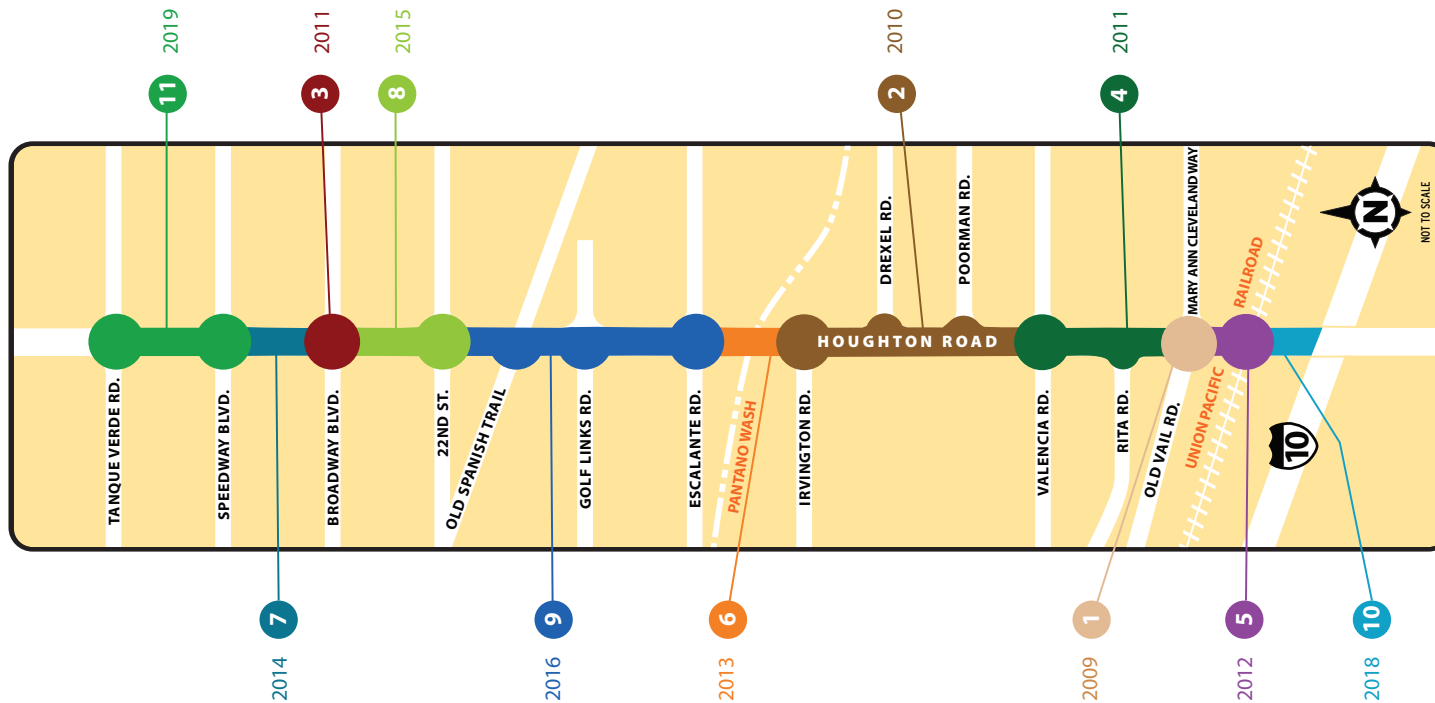
HOUGHTON ROAD HISTORY

HOUGHTON ROAD CHARACTER AND AESTHETIC

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

HOUGHTON ROAD CORRIDOR

REGIONAL TRANSPORTATION AUTHORITY
(RTA) IMPLEMENTATION PLAN* 2009-2019



Project Description

	Anticipated Construction Start
1 Old Vail Road/Mary Ann Cleveland Way Intersection	2009
2 Irvington Road to Valencia Road	2010
3 Broadway Boulevard Intersection	2011
4 Valencia Road to Mary Ann Cleveland Way	2011
5 Union Pacific Railroad Bridge	2012
6 Escalante Road to Irvington Road	2013
7 Speedway Boulevard to Broadway Blvd.	2014
8 Broadway Boulevard to 22nd Street	2015
9 22nd Street to Escalante Road	2016
10 Union Pacific Railroad to I-10	2018
11 Tanque Verde Road to Speedway Blvd.	2019

* RTA Implementation Plan is currently under revision and is subject to change over time.

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

REGIONAL TRANSPORTATION AUTHORITY (RTA) PROJECT IMPROVEMENTS

The Houghton Road Corridor Roadway Improvement project extends 13-miles, from Interstate-10 (I-10) to Tanque Verde Road. The twenty-year RTA plan for major corridor improvements is designed to improve cross-town mobility, reduce congestion, improve safety and provide alternative modes of transportation.

Improvements include:

1. Six-lane roadway south of Speedway Boulevard (three lanes in each direction), four-lanes north of Speedway Boulevard
2. Landscaped medians, with water harvesting, to improve access control
3. Improved intersections with new signalization
4. Bus pullouts and transit options



Houghton Road Corridor Project Manager MJ Dillard speaks to residents at the Ward 2 Open House, Feb. 17th 2010.

HOUGHTON ROAD CORRIDOR

5. Rubberized asphalt for sound mitigation
6. Improved drainage and all-weather crossings
7. Landscaping will maintain the scenic corridor and utilizes water harvesting and native plants
8. The roadway improvements will respect the existing view sheds (mountains, open desert, rural feel)
9. All future development in the area will include a 30-foot scenic buffer zone along Houghton Road
10. Wildlife-sensitive design
11. Public Art
12. A Dual-path “greenway” for pedestrians and cyclists on the east side of the corridor, with the primary focus from the Pantano Wash to the UPPR Railroad. This landscaped park/trail will provide additional pedestrian and bicycle alternatives for the area with future plans to connect various trails throughout southeast Pima County. New ‘standard’ high visibility pedestrian crossings will be a feature of the greenway. Right of way paths and widths will vary along the length of the greenway. The greenway is a Pima County Parks project that might or might not be included with the Houghton Road construction projects, depending on Pima County Parks funding availability.

COMMUNITY PERSPECTIVES

“This project
is going to
make it more
comfortable to
be on the road
as a motorist,
cyclist and
pedestrian.”
(Ward 4 Resident)

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

PROJECT IMPROVEMENTS RECOMMENDED BY PUBLIC ART PLANNERS

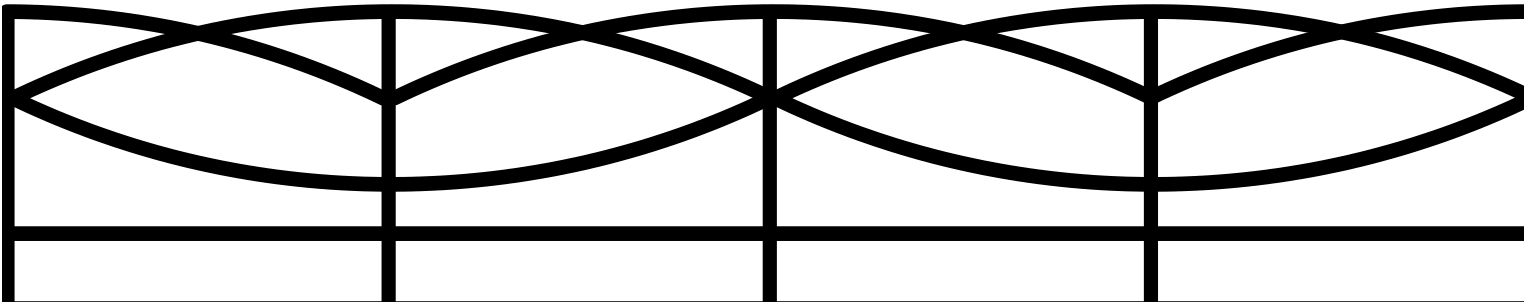
The CDRC, design team, and the public requested that the planners address the issue of continuity for the corridor. The Public Art Planners have made the following recommendations that will be integrated within the Project Improvements; public art funds would not be used to implement these recommendations:



HOUGHTON ROAD CORRIDOR

13. A new 'standard' pedestrian rail has been designed for the Houghton Road Corridor Roadway Improvement project. The new 'standard' pedestrian rail will be located at drainage crossings throughout the corridor adding a visual continuity and identity to the Houghton Road. Conceptually the new 'standard' rail is inspired by flowing water.

14. A new 'standard' high visibility pedestrian crossing is being designed for major and minor crossroads and commercial drives along the greenway. The new 'standard' high visibility crosswalks will add continuity to the corridor and bring attention to the greenway. High visibility crosswalks are required only where (or when) the greenway comes in. These will be a feature of the Pima County Parks Greenway and not something that is part of the roadway project proper.



*Top: 'Standard' High Visibility Pedestrian Crossing
Bottom: New 'Standard' Pedestrian Rail*

COMMUNITY PERSPECTIVES

“The new standard rail design is pretty and adds a special look to the area.”

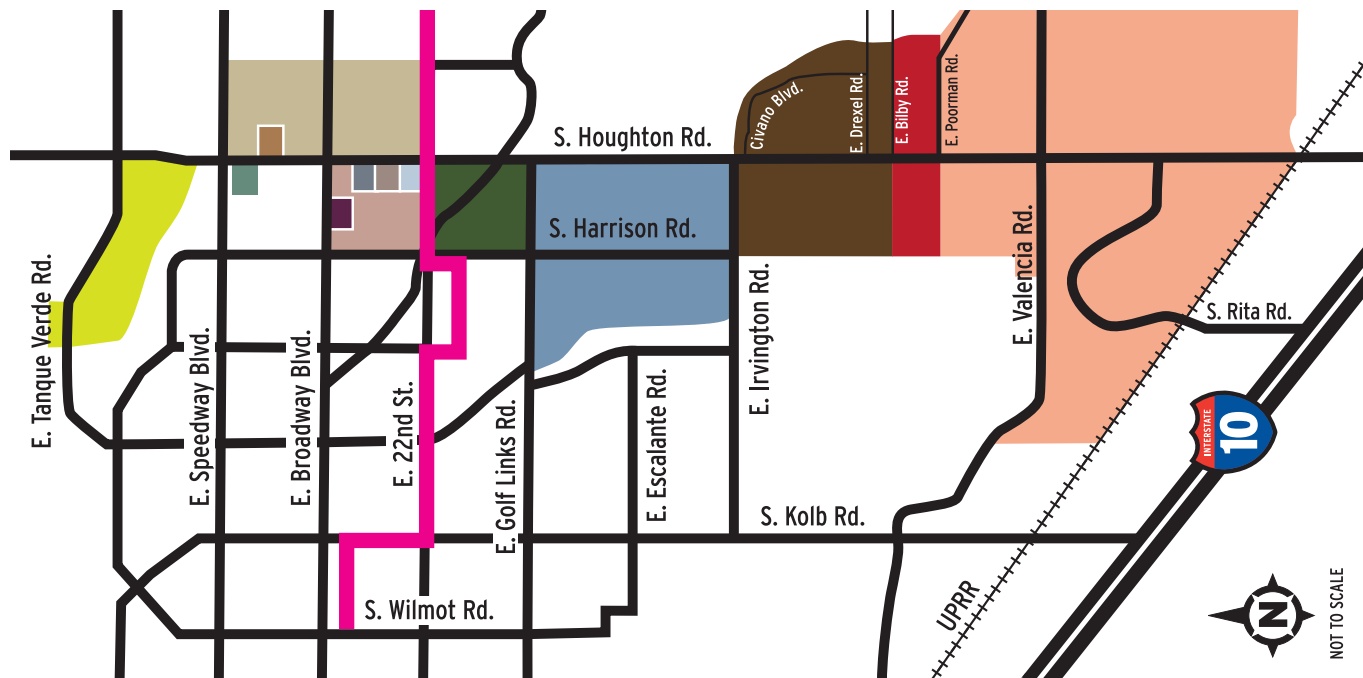
“I love it! (the new standard rail design) It is very clean looking and unique.”

(Ward 2 and 4 Residents)

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

HOUGHTON ROAD CORRIDOR

HOUGHTON ROAD NEIGHBORHOODS/CDRC MAP



WARD 2 NEIGHBORHOODS

- Houghton
- Sienna
- Tanque Verde/Bear Canyon
- Eastside
- Richmond Place
- Eastpoint II
- Macalester Park
- Mesquite Trails
- Casas de Santo

WARD 4 NEIGHBORHOODS

- Old Spanish Trail
- Civano
- South Harrison
- Rita Ranch
- Mesquite Ranch
- Ward 2 and Ward 4 division line

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

HOUGHTON ROAD HISTORY

The archaeological record shows that several prehistoric village settlements were established in proximity to this roadway project. These communities subsisted on agriculture and settled near major water routes. These sites, excavated and un-excavated, help us connect with those who lived here before.

Around 1540 the Coronado Expedition crossed through Arizona in search of the “Seven Cities of Gold”. Old Spanish Trail crosses Houghton Road and was named as a tribute to this expedition.

The arrival of the Southern Pacific Railroad in 1880 brought with it an expansion of European settlers to the Tucson basin. The historic Esmond Railroad Station site exists near this corridor.

The Houghton Road Corridor has served Pima County and the City of Tucson as a two-lane rural arterial roadway connecting Interstate-10 with eastern portions of the community. Many residents initially moved to the area because it was a more rural part of Tucson. The community was a mix of ranches, larger properties and open space.

Rapid development of this part of Tucson has continued to change the rural character of this corridor and increased access to the corridor.

HOUGHTON ROAD CORRIDOR

This trend is expected to continue, and even accelerate over the coming decades.

HOUGHTON ROAD CHARACTER AND AESTHETIC

Today neighborhoods along Houghton Road range in age, size and density as seen in the variety of neighborhoods represented on the Houghton Road Neighborhoods/CDRC Map. There is no primary center of activity along Houghton Road, instead community events take place at a variety of secondary nodes such as; schools, churches, shopping centers and individual neighborhood centers. Davis Monthan Air Force Base and Raytheon are key employers of the area. While horse properties and ranching still provide a core identity.

The Houghton Corridor is designated as a Scenic Corridor/Desert Parkway. Residents expressed an appreciation of views, the openness, and wildlife. The corridor contains undulating rolling hills, and spectacular views of the Santa Catalina and Rincon Mountains. At one time Houghton Road was considered “the edge of town” however development is changing some of the quiet nature and open feel that once existed. Washes serve as crucial habitat and corridors for wildlife.

COMMUNITY PERSPECTIVES

“It would be great if some of the artwork could be tied to the Rincon Mountains. They are the only wilderness Sky Islands left in the Southwest”

(Ward 2 Resident)

PUBLIC ART MASTER PLAN

PUBLIC ART

OVERVIEW

HOUGHTON ROAD CORRIDOR

PUBLIC ART CONCEPTS

PUBLIC ART GUIDING PRINCIPLES

PUBLIC ART CRITERIA

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

PRIMARY PUBLIC ART CONCEPT - 'BIOTA'

The word “Biota” is defined as the flora and fauna of a particular region. For the purposes of this master plan, this concept has been expanded to include humans and the relationship of all the living things within a region.

Many residents moved to the area for its rural feel and value their proximity to the desert. In response to questions about potential content for the public art along the corridor, many residents wrote “nature” or “the natural environment. Some residents meant literal



The wide variety of ecosystems found in the Sonoran Desert provide for a rich environmental experience.

PUBLIC ART OVERVIEW

depictions of nature but there were a large number of residents who expressed interest in having the artists explore the concept of nature and our desert environment in a more complex manner. One resident commented on all that “remained unseen” within the natural environment as walkers hiked along their usual path every day. They were referring to the minute details of an ant dragging its food or a bird painstakingly building a nest that we humans may not notice in our busy lives. Another resident commented on plants and animals as “living here first” and that “we humans must learn to be more respectful and tread lightly”.

As project artists go out into the community they will find that many residents will ask for a “nature” based theme for the public art. A theme that explores nature makes sense given the inclusion of the greenway along the corridor and the existence of three major washes (and bridges). The planners hope that the project artists continue the discussion of potential nature based themes with the community and those discussions go beyond literal depictions of desert flora and fauna without a larger conceptual context. The planners suggest that artists explore the complex and interconnected relationships that exist between all living things within this unique desert environment. These interrelationships define the beauty, the inspiration, and poetry of this unique region.

COMMUNITY PERSPECTIVES

“There are many birds in Tucson that are permanent residents as well as many others that are migratory. There are lists of every animal and plant that have been sighted in our area.” (Through the environmental surveys)

“The plants and animals existed first before people moved in”

(Ward 4 Residents)

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

SECONDARY PUBLIC ART CONCEPT - 'INTERSECTING PATHS AND ROUTES'

A variety of routes, paths, trails, tracks, and washes intersect Houghton Road. More than a dozen major washes cross Houghton Road along with four established hiking routes. Cyclists, equestrians and hikers, use contemporary routes and trails as well as paths that have historic significance. For example, Native Americans used the Pantano Wash as a transportation route as did the Mormon Battalion in 1846-47



A number of historical paths and routes bisect Houghton Road including a Southern Pacific Railroad route that connected Tucson to El Paso.

PUBLIC ART OVERVIEW

during their march from Iowa to California. The original route of the Southern Pacific Railroad went right through Rita Ranch in the 1880's.

The awful "Esmond Train Wreck" occurred at the intersection of Rita Ranch Road and Houghton Road. The largest road cycling event in the United States, El Tour de Tucson, brings thousands of cyclists to Houghton Road every year.

Unlike urban downtown Tucson where more physical remnants of history remain, Houghton's history is seen in remnants of tracks, names of roadways that reference a time in history when the west was unexplored, and the knowledge that many other footsteps walked a similar physical path for much different reasons. This physical, historical, and metaphorical intersection of paths and routes that exists along the Houghton Road Corridor could be explored conceptually within the public art.

The planners respectfully request that when artists look towards history for inspiration they go beyond literal representations of historic events and look for deeper connections between past and present.

COMMUNITY PERSPECTIVES

"Art can
help us show
neighborhood
identity"

(Ward 4 Resident)

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

PUBLIC ART GUIDING PRINCIPLES

Guiding principles were developed through community feedback to help maintain the mission of the master plan. The guiding principles are:

- Continuity
- Innovation
- Sense of place
- Multi-modal awareness
- Quality



Citizen input was invaluable to the development of the Public Art Guiding Principles.

PUBLIC ART OVERVIEW

CONTINUITY

The 13 mile Houghton Road Corridor changes dramatically from Tanque Verde Road to Interstate-10. The Tanque Verde Road segment is lush and open with low residential density. The roadway crosses two major washes and is home to a beautiful mesquite bosque and riparian habitat. The Interstate-10 segment anecdotally became known as “no man’s land” or the “Old West” because of its lack of residential or commercial development. Bringing artistic continuity to the corridor is a priority of this master plan and the planners have identified railing, crosswalks, bridges, retaining walls and the greenway as repeating design elements. The public art recommendations use these elements to strengthen the aesthetic continuity of the corridor.

INNOVATION

The planners encountered some community members with conservative definitions of public art and less awareness of potential art types. They also encountered community members with very broad perspectives on public art. Project artists may hear that “southwest art” is the type of art that would best fit this area. The planners recommend building trust with the community as the first step if innovative art is to be embraced by a majority of residents. Expounding upon the steps that are involved in developing a work of public art helps citizens to be more open to new approaches. If project artists unfold the layers of research, conceptual and design development, and artistic decision

COMMUNITY PERSPECTIVES

“Houghton Road is a cyclist’s corridor, everyone who lives here knows that about Houghton”

“No kokopellis!!!!”
(Ward 4 Residents)

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

making, the community will become more invested. In general the planners have found that community members want to hear about the artistic process and decision making and are interested in engaging in a lively dialogue about art.

SENSE OF PLACE

A sense of place can be defined as “the essential character or spirit of a place”. Understanding the unique qualities of a place increases the potential for art that is embraced by the community. A “neighborhood” can be defined as a district or locality, often with reference to its character or inhabitants. Each construction project along the Houghton Road Corridor contains one to three neighborhoods. The residential, commercial, neighborhood character and landscape change: often

PUBLIC ART OVERVIEW

dramatically: from project to project. The planners have included a brief analysis of each of the 11 projects including neighborhood characteristics and community considerations. These will help guide project artists in a continued dialogue with the community in developing art that speaks to the unique nature of each roadway project.

MULTI-MODAL AWARENESS

Motorists, cyclists, equestrians, and pedestrians all constitute the “viewer” of the public art along Houghton Road. Consideration of each of these groups individually and as a whole is important to the success of the art. We recommend the artists be as inclusive as possible in evaluating how the viewers will experience the art.

QUALITY

Community members advocated for high quality public art along this corridor. Quality is defined not only as long-term durability but also the ability to create art which interprets that which is unique to the road segment and consistent to the entire corridor in a way that adds value to the project. The art must have integrity and meaning for itself. Broad level thinking about art forms, materials and applications will be required for each segment. We recommend a high standard of quality be maintained for public art along Houghton Road.

COMMUNITY PERSPECTIVES

“We need more
ART in our
neighborhood”

(Ward 4 Resident)



The Public Art Master Planning Team gathered information about the unique qualities of each project.

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

PUBLIC ART CRITERIA

The City and County typically allocate 1% of capital project costs for public art. The RTA allows public art to be funded at 1% of the construction costs only. Tucson Pima Arts Council administers Percent for Art program for both the City of Tucson and Pima County. It organizes the artist selection process and oversees the production and installation of public artwork in city and county facilities, transportation projects, neighborhood centers and parks. The Arts Council also helps to promote good community design by organizing community forums and design competitions.



A website containing the Public Art Master Plan Document as well as supporting documents and information about ongoing public art projects can be accessed @ www.houghtonroad.info/art

PUBLIC ART OVERVIEW

Planning artists made budget estimates and recommendations using the following criteria:

1. Focus funds for projects with higher residential population.
2. Do not force art into projects that afford no right of way and are already visually overburdened.
3. Identify 'design only' elements that will achieve the goal of continuity and give the corridor a cohesive feel. The following elements have been identified:
 - The Houghton Road Corridor new 'standard' pedestrian rail designed by Joe O'Connell.
 - The Houghton Road Corridor new 'standard' high visibility crosswalk.
 - The 'project coordination' requirements for Project 6 (to be used in Project 11), Project 7 (to be used in Project 10) and Project 4 (to be used in Project 1).
4. Encourage collaboration between landscape architects and artist to maximize the aesthetic impacts of both disciplines.

COMMUNITY PERSPECTIVES

“I like the idea of continuity of design for the entire corridor; it makes for a classier, more cohesive appearance.”

(Ward 4 Resident)

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MAP SEGMENTS

HOUGHTON ROAD CORRIDOR

PUBLIC ART MAP SEGMENTS

MAP SEGMENT 1: TANQUE VERDE ROAD - 22ND STREET

MAP SEGMENT 2: 22ND STREET - IRVINGTON ROAD

MAP SEGMENT 3: IRVINGTON ROAD - VALENCIA ROAD

MAP SEGMENT 4: VALENCIA ROAD- OLD VAIL ROAD

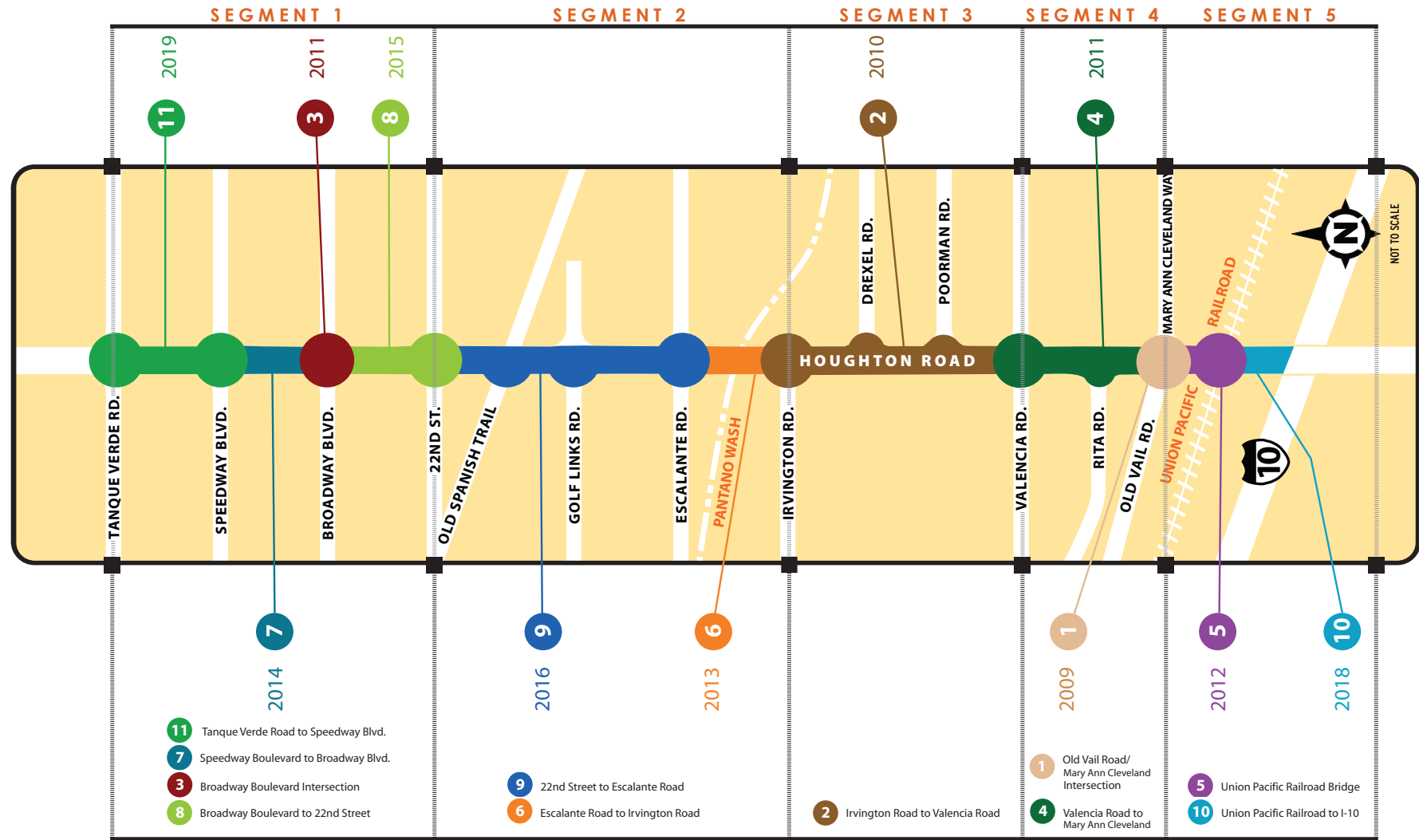
MAP SEGMENT 5: OLD VAIL ROAD - INTERSTATE-10

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

PUBLIC ART MAP SEGMENTS

PUBLIC ART MAP SEGMENTS

For readability and discussion purposes the entire corridor map has been split into segments.



* RTA Implementation Plan is currently under revision and is subject to change over time.

MAP SEGMENT 1

TANQUE VERDE ROAD - 22ND STREET

MAP SEGMENT 1

PROJECT 11: TANQUE VERDE ROAD - SPEEDWAY BOULEVARD

PROJECT 7: SPEEDWAY BOULEVARD - BROADWAY BOULEVARD

PROJECT 3: BROADWAY BOULEVARD INTERSECTION

PROJECT 8: BROADWAY BOULEVARD - 22ND STREET

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 1
TANQUE VERDE ROAD - 22ND STREET

MAP SEGMENT 1 - PROJECTS

(listed from north to south)



Project 11

Tanque Verde Road -
Speedway Boulevard



Project 7

Speedway Boulevard -
Broadway Boulevard



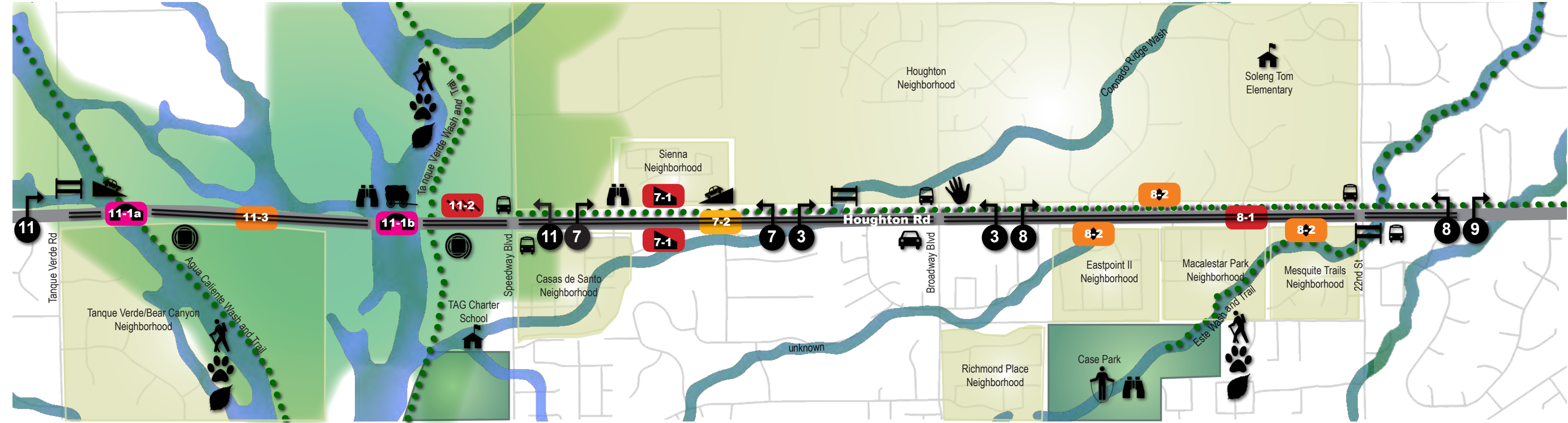
Project 3

Broadway Boulevard
Intersection



Project 8

Broadway Boulevard -
22nd Street



11 PROJECT 11 ART OPPORTUNITIES

- DESIGN CARRYOVER: BRIDGE RAILING** (11-1a and 11-1b)
- Aqua Caliente Bridge (approx 300 linear feet) and the Tanque Verde Bridge (approx 1,100 linear feet) will have new railing added. The recommendation is to integrate the bridge railing design from Project 6. Artist consultation is recommended, see master plan document for additional information.
- PRIMARY: SIGNIFICANT RIGHT OF WAY** (11-2)
- Significant right of way exists at the northeast corner of Speedway Boulevard and Houghton Road, providing access to the Tanque Verde wash. The art funds should be concentrated on creating a meditative/gathering space for pedestrians and cyclists. See master plan document for additional information.
- SECONDARY: CURBED MEDIAN** (11-3)
- A curbed median will run from Tanque Verde to Speedway with the exception of bridges. Design collaboration between project artists and landscape architects is recommended. See master plan document for additional information.

7 PROJECT 7 ART OPPORTUNITIES

- PRIMARY: RETAINING WALLS *** (7-1)
- A combined total of approx. 1,100 linear feet of retaining wall will be built on the east and west side of Houghton, near Sienna neighborhood. Integrated artwork is recommended.
- * Design Carryover Required** - We recommend using the same form liners from this project later in Project 10 to create a sense of continuity. See master plan document for additional information.
- SECONDARY: CURBED MEDIAN** (7-2)
- A curbed median will run through Project 7. Design collaboration between project artists and landscape architects is recommended. See master plan document for additional information.

3 PROJECT 3 ART OPPORTUNITIES

DUE TO DESIGN CONSTRAINTS NO SIGNIFICANT ART OPPORTUNITIES EXIST IN PROJECT 3

8 PROJECT 8 ART OPPORTUNITIES

- PRIMARY: CURBED MEDIAN** (8-1)
- One mile of curbed median will run through Project 8. Design collaboration between project artists and landscape architects is recommended. Dimensional art within the median has potential. Consideration of a repeated element or elements is recommended. See master plan document for additional information.
- SECONDARY: LANDSCAPE DESIGN COLLABORATION** (8-2)
- Dispersed art elements are recommended along the east and west sides of Houghton Road through Project 8. Design collaboration between project artists and landscape architects is recommended. See master plan document for additional information.

KEY:

SITE ANALYSIS		TRANSPORTATION ENHANCEMENTS	
	VIEWS		GREENWAY/MULTI-USE USE PATH
	TOPOGRAPHY		BRIDGE
	VEGETATION		RETAINING WALL
	WILDLIFE		ENTRY WALLS
	HISTORIC SIGNIFICANCE		NEW STANDARD RAIL
	PRE-HISTORIC		SIGNALIZED CROSSING
	COMMERCIAL/SERVICE		HIGH VISIBILITY CROSSWALK
	SCHOOL		CURBED MEDIAN
	CHURCH		SIGNIFICANT RIGHT OF WAY
	STABLE		SIGNIFICANT LANDSCAPE DESIGN
	PARK		PARK AND RIDE
	TRAIL		BUS PULL-OUT
	BIKE ROUTE/NODE		PROJECT LIMITS
	EXISTING PUBLIC ART		
	WASH		
	CDRC NEIGHBORHOOD		
	PARK/SIGNIFICANT VEGETATION		

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 1

PROJECT

11

PROJECT 11

Boundaries: Tanque Verde Road – Speedway Boulevard

Proposed Implementation Date: 2019

CDRC Neighborhoods: Tanque Verde/Bear Canyon, Casas de Santo

Length: 1.5 miles

Proposed Public Art Budget: \$97,000 - \$110,000

COMMUNITY



Houghton Road from Tanque Verde Road to Speedway Boulevard has few residential communities and less traffic compared to further



*Populations have settled in the Agua Caliente Wash
and Tanque Verde Wash for thousands of years.*

south. The road widening is limited to four-lanes through this segment which mainly consists of the Agua Caliente Bridge and Tanque Verde Bridge. Activity nodes include the natural environment, trails, parks, several small businesses, and TAG Charter School. Tanque Verde Road from Catalina Highway to Houghton Road is currently undergoing a renovation project and the public art for this segment is in place.

During the master planning process few opportunities existed to gather significant community feedback from residents of this area. It is recommended that the project artist meet with the residents in the Tanque Verde/Bear Canyon and Casas de Santo Neighborhoods before developing concepts.

HISTORY



Two pre-historic village settlements have been identified within this segment. Designated BB 13:68 and BB 13:398 in the Houghton Road Corridor Study Technical Memorandum.

The Tanque Verde Bridge washed out in the 1983 flood. This was the largest flood of record in the Tucson area and caused extensive damage throughout the city.

COMMUNITY PERSPECTIVES

“There are
beautiful
views of the
mountains.”

“The seasonal
colors are
beautiful.”

(Comments from a Ward 2
Open House meeting)

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 1

PROJECT

11

ENVIRONMENT



This segment has the strongest environmental identity. Houghton Road from Tanque Verde Road to Speedway Boulevard crosses the Agua Caliente Wash and Tanque Verde Wash which supply a lush riparian habitat and beautiful mesquite bosque. Large cottonwood trees provide shade and seasonal interest.

Views of the Santa Catalina and Rincon Mountains are paramount. The strong vertical mountains are enhanced by the basin like quality of the terrain through the washes. This also cuts down on noise disturbance in this area.

Wildlife is everywhere through this segment due to the riparian vegetation and water source. Residents enjoy following wildlife trails through the washes and the extraordinary black bear sighting has been confirmed. Wildlife connectivity across Houghton Road is a concern for residents.

Agua Caliente Wash Trail and Tanque Verde Wash Trail are designated in the Eastern Pima County Trails System Master Plan.



Golden cottonwood leaves provide unique seasonal interest for this desert region.

COMMUNITY PERSPECTIVES

“We appreciate
our beautiful
mesquite trees
and
golden
cottonwoods.”

(Comments from a Ward 2
Open House meeting)

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 1

PROJECT

11

TRANSPORTATION ENHANCEMENTS



The existing two-lane roadway will increase to four-lanes with rubberized asphalt for sound mitigation and improved drainage and all-weather crossings. The landscaping will maintain the scenic corridor and utilize water harvesting and native plants. The roadway improvements will also incorporate wildlife-sensitive design and respect the existing view sheds. 6' continuous bike lanes are proposed for both sides of Houghton Road and all future development in the area will include a 30-foot scenic buffer zone. The existing Tanque Verde and Agua Caliente

Bridges will be kept (currently supporting 2-lanes) and add new bridges so each will support and additional 2-lanes for the full 4-lane cross section. The original bridges were offset to accommodate new bridges for future widening.

bridges and railing: Tanque Verde Bridge (approx. 1,100 linear feet) and Agua Caliente Bridge (approx. 300 linear feet) will have new bridges and bridge railing added. Bridge medians will remain open (split in middle) with new bridges added on west side.

bus pull-outs: Location are not specified yet but will probably be at the Speedway Boulevard Intersection.

pedestrian rail: The new 'standard' pedestrian rail will be used for approximately 100 linear feet of rail near Tanque Verde Road Intersection. The new rail will add a visual continuity and identity to the project. Conceptually the new 'standard' rail is inspired by flowing water.

curbed median: Approximately 7,800 linear feet of curbed median with landscaping will run from Tanque Verde Road to Speedway Boulevard.



*The Agua Caliente and Tanque Verde Bridges
make up a majority of Project 11.*

COMMUNITY PERSPECTIVES

During the master planning process few opportunities existed to gather significant community feedback from residents of this area. It is recommended that the artist meet with the residents in the Tanque Verde/Bear Canyon and Casas de Santo Neighborhoods before developing concepts.
(Public Art Master Planning Team)

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 1

PROJECT

11

PRIMARY PUBLIC ART OPPORTUNITY



significant right of way (11-2)

Significant right of way exists at the northeast corner of Speedway Boulevard and Houghton Road, providing access to the Tanque Verde Wash. This node becomes the primary opportunity if the bridge rail design is used from Project 6. The art funds should be concentrated on creating a meditative/gathering space for pedestrians and cyclists. This node is an important pedestrian and cyclists destination as the greenway begins just south of Speedway Boulevard. Collaboration with



Project 6 will include the design of new rail for the Pantano Bridge. It is recommended that this same rail design be “carried over” and used on both bridges on Project 11 to enhance the aesthetic continuity of the corridor.

the landscape architects is recommended in order to enhance the space further and stretch the art budget.

SECONDARY PUBLIC ART OPPORTUNITY



curbed median (11-3)

Approx 7,800 linear feet of curbed median will run from Tanque Verde Road to Speedway Boulevard with the exception of bridges. The curbed median will be landscaped and may offer an opportunity for the artist to consult with the landscape architects on paving patterns, materials, colors and general aesthetics. Since this is the end point of the corridor traveling north or the beginning point going south, design collaboration could give an aesthetic introduction to or departure from the corridor.

DESIGN CARRYOVER OPPORTUNITY



bridge railing - design carryover required (11-1a & 11-1b)

Aqua Caliente Bridge (approx 300 linear feet) and the Tanque Verde Bridge (approx 1,100 linear feet) will have new railing added. Since the rail for the Pantano Bridge in Project 6 will be complete we recommend using the same design for the Tanque Verde Bridge and Agua Caliente Bridge rail.

COMMUNITY PERSPECTIVES

“The recommended location is perfect for art. What we need more than a place to sit is shade (when we stop to rest)”

(Ward 2 resident)

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 1

PROJECT

7

PROJECT 7

Boundaries: Speedway Boulevard – Broadway Boulevard

Proposed Implementation Date: 2014

CDRC Neighborhoods: Casas de Santo, Sienna and Houghton

Length: .5 miles

Proposed Public Art Budget: \$85,000 - \$97,000

COMMUNITY

Residents from Project 7 expressed a strong ‘sense of community’ as an identifying factor. Family and kids are high priorities as well as ‘knowing your neighbors’. This segment is made up of many small neighborhoods who expressed a nostalgic attitude when faced with the future growth of the area. Speedway Boulevard from Camino Seco Boulevard to Houghton Road is undergoing a renovation project that will include public art.

ENVIRONMENT



Views of the Santa Catalina and Rincon Mountains are significant. The terrain slopes downward to the Tanque Verde Wash. Wildlife connectivity across Houghton Road is a concern for residents.

TRANSPORTATION ENHANCEMENTS



The existing two-lane roadway will increase to six-lanes with rubberized asphalt for sound mitigation and improved drainage. The landscaping will maintain the scenic corridor and utilize water harvesting and native plants. The roadway improvements will also incorporate wildlife-sensitive design and respect the existing view sheds. 6’ continuous bike lanes are proposed for both sides of Houghton Road and all future

COMMUNITY PERSPECTIVES

“We are working class neighborhoods, we don’t have time to think about art; please tell us where it is going and make it look nice.”

“I would like themes about nature and local wildlife.”

“I like the walls on Harrison Road.”
(Ward 2 Residents)



SIENNA

New retaining walls will be built near Sienna Neighborhood.

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 1

PROJECT

7

TRANSPORTATION ENHANCEMENTS CONT.



retaining walls: A combined total of approx. 1,100 linear feet of retaining wall will be built on the east and west side of Houghton Road, near Sienna Neighborhood. The walls will vary between 5-7' in height.

curbed median: Approximately ½ mile of curbed median with landscaping will run through Project 7.

greenway/multi-use path: A dual path 'greenway' for pedestrians and bicycles will begin at Speedway Boulevard and continue south on the east side of Houghton Road. Right of way paths and widths will vary along the length of the greenway.

high visibility crosswalk: A new 'standard' high visibility pedestrian crossing has been designed for major and minor crossroads and commercial drives along the greenway. The new 'standard' high visibility crosswalks will add continuity to the corridor and bring attention to the greenway. Locations to be determined through Project 7.

PRIMARY PUBLIC ART OPPORTUNITY



retaining walls * (7-1)

The 1,100 linear feet of retaining wall is the highest profile opportunity. Poured concrete and form liner work may be applicable for these walls since they are less than 10' in height. We recommend using the same form liners from this project later in Project 10 to create a sense of continuity.

10 * **design carryover required** - The artist who creates the form liner original(s) for project 7 should keep in mind that all or part of the liners will be used later Project 10 so they should be designed with that consideration in mind. There are a variety of ways to address this design challenge. A certain level of design flexibility can be inherent within the design that would allow Transportation Project 10 to use the master liners again to make working liners. The practical tasks of integrating the form liner drawings into the plans could fall to the landscape designer on project 10.

SECONDARY PUBLIC ART OPPORTUNITY



curbed median (7-2)

Art in the curbed median is the secondary recommendation. The curbed median may be an opportunity for the artist to consult with the landscape architects on paving patterns, materials, colors and general aesthetics.

COMMUNITY PERSPECTIVES

“A black bear was
sighted in our
neighborhood!!”

“I would like
art relating to
mountains,
desert, and
sunsets.”
(Ward 2 residents)

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

PROJECT 3

Boundaries: Broadway Boulevard Intersection

Proposed Implementation Date: 2011

CDRC Neighborhoods: Houghton and Richmond Place

Length: .5 miles

Proposed Public Art Budget: No Current Budget

MAP SEGMENT 1

PROJECT

3

COMMUNITY



This is a high profile intersection with limited right of way and significant visual clutter. The Safeway at the Broadway Commercial Center has expressed concern about limited access and signage. Soleng Tom Elementary School access will be through Broadway Boulevard Intersection once improvements are made. Broadway Boulevard from Camino Seco to Houghton Road will undergo renovation scheduled to begin in 2017 which will include public art.

TRANSPORTATION ENHANCEMENTS



The existing two-lane roadway will increase to six-lanes with rubberized asphalt for sound mitigation and improved drainage. The Broadway Boulevard Intersection will be improved with new signalization. The landscaping will maintain the scenic corridor and utilize water harvesting and native plants. The roadway improvements will also incorporate wildlife-sensitive design and respect the existing view sheds. 6' continuous bike lanes are proposed for both sides of Houghton Road and all future development in the area will include a 30-foot scenic buffer zone.



The Broadway Intersection has significant visual clutter.

COMMUNITY PERSPECTIVES

No % art
funding at
current time.

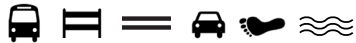
HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 1

PROJECT

3

TRANSPORTATION ENHANCEMENTS CONT.



bus pull-outs: Not specified yet but most likely at the northeast corner of Broadway Boulevard and Houghton Road.

pedestrian rail: The new 'standard' pedestrian rail will be used for approximately 470 feet of rail in Project 3. The new rail will add a visual continuity and identity to the project. Conceptually the new 'standard' rail is inspired by flowing water.

curbed median: A curbed median with landscaping will run through Project 3.

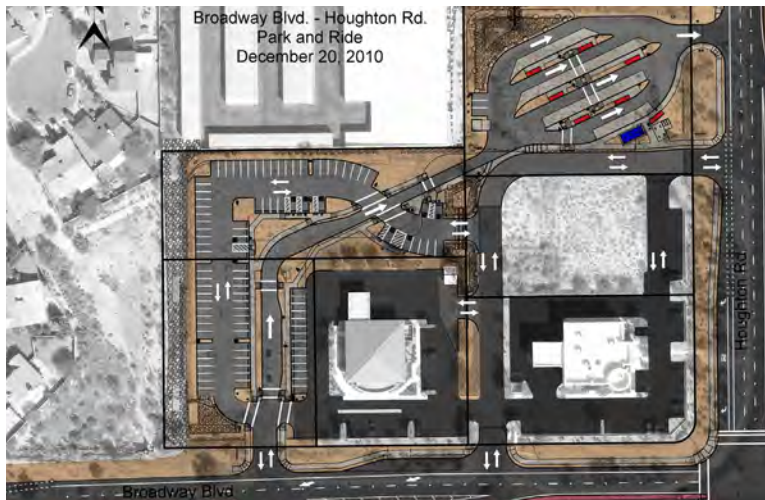
park and ride: A new Park and Ride will be built on the northwest corner of Broadway Boulevard and Houghton Road. This project will have its own separate public art component.

greenway/multi-use path: A dual path 'greenway' for pedestrians and bicycles will be located on the east side of Houghton Road through this section. Right of way paths and widths will vary along the length of the greenway.

high visibility crosswalk: A new 'standard' high visibility pedestrian crossing has been designed for major and minor crossroads and commercial drives along the greenway. The new 'standard' high visibility crosswalks will add continuity to the corridor and bring attention to the greenway. Locations to be determined through Project 3.

PUBLIC ART OPPORTUNITY

Due to design constraints no significant art opportunities exists for Broadway Boulevard Intersection. The Park and Ride will contain artwork and the new 'standard' pedestrian rail and high visibility crosswalk will be incorporated into this project.



The new Park and Ride will be located on the northwest corner of Houghton Road and Broadway Boulevard

COMMUNITY PERSPECTIVES

“If there is too much going on in the Broadway intersection for art to go in we understand.”

(Ward 2 CDRC Member)

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

PROJECT 8

Boundaries: Broadway Boulevard – 22nd Street

Proposed Implementation Date: 2015

CDRC Neighborhoods: Houghton, Richmond Place, Eastpoint II,
Macalestar Park and Mesquite Trails

Length: 1.1 miles

Proposed Public Art Budget: \$106,000 - \$118,000

COMMUNITY



This segment is consists of a number of smaller neighborhoods with residential properties very close to the road. There is a mixed architectural aesthetic and potential for visual distractions on the east side of the roadway due to the limited right of way. This is a family

MAP SEGMENT 1

PROJECT

8

-oriented community. Soleng Tom Elementary School is located in this project; access will be through the Broadway intersection once improvements are made. Activity nodes include the natural environment, trails, parks, several small businesses and Soleng Tom Elementary School.

ENVIRONMENT



Este Wash Trail is designated in the Eastern Pima County Trails System Master Plan and contains significant recreational, wildlife and vegetation opportunities. Case Park is surrounded by several neighborhoods and is the center of activity for this segment. Wildlife viewing is popular and connectivity across Houghton Road is a concern for residents.

TRANSPORTATION ENHANCEMENTS



The existing two-lane roadway will increase to six-lanes with rubberized asphalt for sound mitigation and improved drainage. The 22nd Street Intersection will be improved with new signalization. The landscaping will maintain the scenic corridor and utilize water harvesting and native plants. The roadway improvements will also incorporate wildlife-sensitive design and respect the existing view sheds. 6' continuous

COMMUNITY PERSPECTIVES

“Our
neighborhood
is quiet and
quaint. We
know our
neighbors.”

(Ward 4 resident)



*Wildlife and the natural environment are important
qualities to residents living in this area.*

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 1

PROJECT

8

TRANSPORTATION ENHANCEMENTS CONT.



bike lanes are proposed for both sides of Houghton Road and all future development in the area will include a 30-foot scenic buffer zone.

bus pull-outs: Not specified yet but most likely at the 22nd Street Intersection.

pedestrian rail: The new ‘standard’ pedestrian rail will be used for approximately 320 feet of rail through this segment. The new rail will add a visual continuity and identity to the project. Conceptually the new ‘standard’ rail is inspired by flowing water.

curbed median: Approximately 1 mile of curbed median with landscaping will run through Project 8.

greenway/multi-use path: A dual path ‘greenway’ for pedestrians and bicycles will be located on the east side of Houghton Road through this section. Right of way paths and widths will vary along the length of the greenway.

high visibility crosswalk: A new ‘standard’ high visibility pedestrian crossing has been designed for major and minor crossroads and

commercial drives along the greenway. The new ‘standard’ high visibility crosswalks will add continuity to the corridor and bring attention to the greenway. Locations to be determined through Project 8.

PRIMARY PUBLIC ART OPPORTUNITY



curbed median (8-1)

The 1 mile of curbed median with landscaping is the highest profile opportunity. The curbed median may be an opportunity for the artist to consult with the landscape architects on paving patterns, materials, colors and general aesthetics. There is potential for three dimensional art within the median. Consideration of a repeated art element or elements is recommended.

SECONDARY PUBLIC ART OPPORTUNITY



landscape design collaboration (8-2)

Dispersed art elements are recommended along the east and west sides of Houghton Road. This would require design collaboration between project artists and landscape architects. One approach would be to collaborate with the landscape architects on material, color or pattern choices, with the goal of reinforcing the aesthetic and conceptual intention of the median art.

COMMUNITY PERSPECTIVES

“I would like
environmental
art, integrated
art or
functional art”

(Ward 4 Resident)

MAP SEGMENT 2

22ND STREET - IRVINGTON ROAD

MAP SEGMENT 2

PROJECT 9: 22ND STREET - ESCALANTE ROAD

PROJECT 6: ESCALANTE ROAD - IRVINGTON ROAD

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 2
22ND STREET - IRVINGTON ROAD

MAP SEGMENT 2 - PROJECTS

(listed from north to south)



Project 9

22nd Street -
Escalante Road




Project 6

Escalante Road -
Irvington Road




9 PROJECT 9 ART OPPORTUNITIES


PRIMARY: GREENWAY (9-1)

 Significant right of way exists along the greenway at the southeast corner of Old Spanish Trail and Houghton Road. An artist interested in an innovative approach in developing art that creates a hub for pedestrians and cyclists is recommended. See master plan document for additional information.

SECONDARY: SIGNALIZED CROSSING (9-2)


 A signalized crossing will be located at Secrist Middle School. Design collaboration between project artists and engineers is recommended. See master plan document for additional information.


TERTIARY: CURBED MEDIAN (9-3)

 A curbed median will be located within 500' of intersections, at drainage crossings and signalized crossing. Confirm curbed median locations with project engineers. Design collaboration between project artists and landscape architects is recommended. See master plan for additional information.


6 PROJECT 6 ART OPPORTUNITIES

PRIMARY: BRIDGES AND RAILING (6-1)

 Pantano Bridge * (approx 350 linear feet) will have a new bridge and railing added to the east side. Bridge medians will be open. Old bridge rail will likely be replaced to meet current code. Art between the decks has potential.


















 * **design carryover required** - We recommend using the same railing design from this project later in Project 11 therefore a recommendation of a 'design only' approach for the rail is preferred. See master plan document for additional information.

SECONDARY: RETAINING WALLS (6-2)

 A combined total of 500' of retaining wall will be built on the east and west side of Houghton Road, north of Pantano Stables. Walls will be 15' max, most likely soil nail. Design collaboration between project artists and engineers is recommended. See master plan document for additional information.

KEY:

SITE ANALYSIS

-  VIEWS
-  TOPOGRAPHY
-  VEGETATION
-  WILDLIFE
-  HISTORIC SIGNIFICANCE
-  PRE-HISTORIC
-  COMMERCIAL/SERVICE
-  SCHOOL
-  CHURCH
-  STABLE
-  PARK
-  TRAIL
-  BIKE ROUTE/NODE
-  EXISTING PUBLIC ART
-  WASH
-  CDRC NEIGHBORHOOD
-  PARK/SIGNIFICANT VEGETATION

TRANSPORTATION ENHANCEMENTS

-  GREENWAY/MULTI-USE USE PATH
-  BRIDGE
-  RETAINING WALL
-  ENTRY WALLS
-  NEW STANDARD RAIL
-  SIGNALIZED CROSSING
-  HIGH VISIBILITY CROSSWALK
-  CURBED MEDIAN
-  SIGNIFICANT RIGHT OF WAY
-  SIGNIFICANT LANDSCAPE DESIGN
-  PARK AND RIDE
-  BUS PULL-OUT
-  PROJECT LIMITS

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 2

PROJECT

9

PROJECT 9

Boundaries: 22nd Street - Escalante Road

Proposed Implementation Date: 2016

CDRC Neighborhoods: Old Spanish Trail and South Harrison

Length: 1.8 miles

Proposed Public Art Budget: \$132,000 - \$146,000

COMMUNITY



Old Spanish Trail is the gateway to Saguaro National Monument. Many people from the neighborhood as well as greater Tucson use Old

Spanish Trail for cycling, walking and running. This is a family oriented community and families with children are often seen cycling and walking together. Secrist Middle School is a community center of activity as well as a church node which includes; Pantano Christian, Mt. Olive Lutheran, Saguaro Baptist, Saguaro Canyon Evangelical. Several small businesses are in the area; of note is the historic McGraw's Restaurant.

Existing power poles will be replaced with larger poles throughout this project. These poles will create a strong visual restriction for any new public art. There is existing public art at all four corners of the Golf Links Road Intersection.

Future plans for a commercial center at Old Spanish Trail Intersection may include Tucson Water, Tucson Electric Power and a Walmart. The new Tucson Water maintenance facility has been designed for the Tucson Water Property on the east side of Houghton Road between Golf Links Road and Old Spanish Trail. A bermed reservoir and several buildings currently exist. Several new buildings will be added to the property. Tucson Water has allotted a percentage of the property to open space. The land surrounding the primary art opportunity will remain open space.



Saguaro National Park, a gateway to the natural world and major regional attraction can be accessed through two roadways that intersect Houghton road in this segment.

COMMUNITY PERSPECTIVES

“There will be substantial commercial development beginning in approximately 3-5 years south of Old Spanish Trail on both the east and west sides of Houghton along Golf Links. This should be taken into consideration.”

(Ward 4 CDRC Member)

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 2

PROJECT

9

ENVIRONMENT



The landscape terrain builds as you head south to Escalante Road with a significant high point at McGraw's Restaurant. This provides an excellent view to the Rincon Mountains. The Old Spanish Trail Route and El Tour de Tucson Route are popular bicycle routes that bisect this project.

Este Wash Trail, Robb Wash Trail and Escalante Wash Trail are all designated in the Eastern Pima County Trails System Master Plan and

contain significant recreational, wildlife and vegetation opportunities. Secrist Middle School is used as a community park and recreation space after school and on weekends.

HISTORY



A pre-historic stone tool site has been identified within this segment. Designated BB 13:113 in the Houghton Road Corridor Study Technical Memorandum.

Old Spanish Trail was named in honor of the Coronado Expedition which crossed through Arizona in 1540 in search of the "Seven Cities of Gold". Residents are interested in the conquistador history of the area.

Rincon Ranch Estates has existed on the east side of Houghton Road between Golf Links Road and Escalante Road since the 1950's. The owner paid the City of Tucson to pave Old Spanish Trail at a cost of \$1000/mi. The owner commented that the original Houghton Road turned east at Escalante Road (then named East Houghton Road). It wasn't until the 1960's that Houghton Road was extended south of Escalante Road.

COMMUNITY PERSPECTIVES

"The suggestion to have art at the Intersection of Old Spanish Trail/ Houghton is right on! It should honor the history and the fact that Old Spanish Trail is a route to Saguaro National Monument East. There are great views of the Rincon Mountains here as well."

(Ward 4 CDRC Member)



The terrain builds to a high point at McGraw's Restaurant.

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 2

PROJECT

9

TRANSPORTATION ENHANCEMENTS



The existing two-lane roadway will increase to six-lanes with rubberized asphalt for sound mitigation and improved drainage. Old Spanish Trail, Golf Links Road and Escalante Road Intersections will be improved with new signalization. The landscaping will maintain the scenic corridor and utilize water harvesting and native plants. The roadway improvements will also incorporate wildlife-sensitive design and respect the existing view sheds. 6' continuous bike lanes are proposed for both sides of Houghton Road and all future development in the area will include a 30-foot scenic buffer zone.

bus pull-outs: Will be incorporated at major intersections and the Secrist Middle School signalized crossing.

pedestrian rail: The new 'standard' pedestrian rail will be used for approximately 320 linear feet of rail through this section. The new rail will add a visual continuity and identity to the project. Conceptually the new 'standard' rail is inspired by flowing water.

median: A curbed median with landscaping will be located within 500' of intersections, at drainage crossings and the Secrist Middle School

COMMUNITY PERSPECTIVES

“Since the art opportunity will border the Tucson Water maintenance facility and the open space that property is preserving, having the theme relate to water is worth exploring.”

(Ward 4 CDRC Member)



There are existing public art 'columns' at all four corners of the Golf Links Road Intersection. Columns by Herb Stratford.

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 2

PROJECT

9

TRANSPORTATION ENHANCEMENTS CONT.



signalized crossing. Depressed medians, that serve as water harvesting basins for landscaping, will be incorporated at the center and edge of the roadway when no curb is needed.

signalized crossing: Will be located at Secrist Middle School. Specific type of crossing is not yet determined, a pelican crossing or median rail may be suggested.

greenway/multi-use path: A dual path 'greenway' for pedestrians and bicycles will be located on the east side of Houghton Road through this section. Right of way paths and widths will vary along the length of the greenway.

high visibility crosswalk: A new 'standard' high visibility pedestrian crossing has been designed for major and minor crossroads and commercial drives along the greenway. The new 'standard' high visibility crosswalks will add continuity to the corridor and bring attention to the greenway. Locations to be determined through Project 9.

COMMUNITY PERSPECTIVES

“Art at the intersection of Old Spanish Trail is a great location. Art that includes shade would work well.”

(Ward 4 Resident)



Students walking to Secrist Middle School will cross Houghton Road at a new signalized crossing.

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 2

PROJECT

9

PRIMARY PUBLIC ART OPPORTUNITY



greenway (9-1)

Significant right of way exists along the greenway at the southeast corner of Old Spanish Trail and Houghton Road. The Old Spanish Trail Intersection is the primary opportunity for public art. A community gathering area is recommended that would compliment the church node and Robb Wash Trail. An artist interested in an innovative approach to creating a hub for pedestrians and cyclists is recommended.

SECONDARY PUBLIC ART OPPORTUNITY



signalized crossing (9-2)



OLD SPANISH TRAIL
SOUTHERN BORDERLAND TRUNKLINE

*Old Spanish Trail transcontinental highway
may be the origin of the roadway name.*

A pelican crossing is being considered at Secrist Middle School; if this occurs artist coordination with the engineer is recommended. Pelican crossings provide a good opportunity for artist-designed rail.

TERTIARY PUBLIC ART OPPORTUNITY



curbed median (9-3)

A curbed median will be located within 500' of intersections, at drainage crossings and signalized crossing at Secrist Middle School. Design collaboration between project artist and landscape architect may be possible with the specific aesthetic goal of enhancing the primary and secondary art opportunities.

COMMUNITY PERSPECTIVES

“Having a place
to stop would
allow for longer
rides or walks with
children”

(Ward 4 Resident)

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 2

PROJECT

6

PROJECT 6

Boundaries: Escalante Road to Irvington Road

Proposed Implementation Date: 2013

CDRC Neighborhoods: Old Spanish Trail and South Harrison

Length: .9 miles

Proposed Public Art Budget: \$120,000 - \$135,000

COMMUNITY



The landscape terrain through Project 6 is the most dynamic of any segment along Houghton Road. Heading south from the high point at McGraw's Restaurant, the elevation drops significantly as you enter the Pantano Wash basin. Activity nodes include the natural environment, trails and an equestrian node which includes; Pantano Stables, Sonoran Stables and Horse Haven Equestrian Center. The El Tour de Tucson Route is a popular bicycle route that runs through this section. Project 6 is a short segment with the majority of attention going to the Pantano Wash Bridge.

HISTORY



Historically the Pantano Wash was used as a transportation route for Native Americans and the Mormon Battalion. The battalion was a volunteer unit of approximately 550 Latter-Day Saints. During its service, the battalion made a grueling march from Iowa to California. The battalion's march and service was instrumental in helping the US secure much of the American Southwest, including new lands in several Western states, especially the Gadsden Purchase of 1853 and much of southern Arizona. The march also opened up a southern wagon route to California.

COMMUNITY PERSPECTIVES

“It is important
to remember
and honor
the cultures,
people and
history that
preceded us.”

(Ward 4 Resident)



*The Pantano Wash was used as a transportation route
for Native Americans and the Mormon Battalion.*

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 2

PROJECT

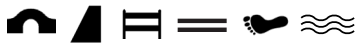
6

ENVIRONMENT



Landscape and mountain views are stunning through Project 6 with the exception of large power poles that dominate the east side of Houghton Road. Vegetation increases notably as you enter the Pantano Wash basin. Wildlife plays a key role due to the riparian vegetation and water source. The Pantano Wash Trail is designated in the Eastern Pima County Trails System Master Plan and will be a key link in the overall Pima County Urban Loop.

TRANSPORTATION ENHANCEMENTS



The existing four-lane bridge will be kept, and a new bridge will be added. Both will be configured so that there will be 3-lanes of traffic on each bridge to make up the 6-lane cross section. Enhancements include rubberized asphalt for sound mitigation and improved drainage and all-weather crossings. The landscaping will maintain the scenic corridor and utilize water harvesting and native plants. The roadway improvements will also incorporate wildlife-sensitive design and respect the existing view sheds. 6' continuous bike lanes are proposed for both sides of Houghton Road and all future development in the area will include a 30-foot scenic buffer zone.

bridge and railing:

Pantano Bridge (approx. 359 linear feet) will have a new bridge and bridge railing added. The bridge median will remain open (split in middle) with the new bridge added on the east side. Bridge railing on existing bridge will likely be replaced to meet current code.

pedestrian rail: The new 'standard' pedestrian rail will be located up slope from Pantano Stables and at drainage crossings. Confirm railing locations with project engineers. The new rail will add a visual continuity and identity to the project. Conceptually the new 'standard' rail is inspired by flowing water.

retaining walls:

A combined total of 500' linear feet of retaining walls will be built on the east and west side of Houghton Road, north of Pantano Stables. The walls will be a 15' maximum height and probably constructed with a soil nail technique.

median: A curbed median with landscaping will be located within 500' of intersections and at drainage crossings Depressed medians, that serve as water harvesting basins for landscaping, will be incorporated at the center and edge of the roadway when no curb is needed.

COMMUNITY PERSPECTIVES

“It is always
better to include
art (design) than
leave something
plain.”

(Ten Year Old
Artist/Resident)

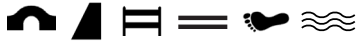
HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 2

PROJECT

6

TRANSPORTATION ENHANCEMENTS CONT.



greenway/multi-use path: A dual path 'greenway' for pedestrians and bicycles will be located on the east side of Houghton Road through this section. Right of way paths and widths will vary along the length of the greenway.

high visibility crosswalk: A new 'standard' high visibility pedestrian crossing has been designed for major and minor crossroads and commercial drives along the greenway. The new 'standard' high visibility crosswalks will add continuity to the corridor and bring attention to the greenway. Locations to be determined through Project 6.

PRIMARY PUBLIC ART OPPORTUNITY



Pantano bridge and railing * (6-1)

Pantano Bridge (approx 350 linear feet) is the most high profile art opportunity in this section. Since viewers cannot see the sides of the bridge (there is no pedestrian path planned underneath the bridge) form liners are not suggested. Art between the decks has potential. The current project engineer likes the idea of placing art between the decks and sees no problem from an engineering perspective as long as the art does not go below the water flow line.

11 * **design carryover required** - The planners recommend that the artist for Project 6 create a "design only" bridge railing design for the Pantano Bridge. The Project 6 artist should coordinate with project engineers to fully understand design and cost parameters in creating a design that will be built and paid for out of the transportation budget, not the art budget. This 'design only' rail design would then be used later in both bridges in Project 11 to give the roadway a sense of continuity. Paying close attention to cost parameters is critical and may require a simple design yet one that is more aesthetic than standard bridge rail.

SECONDARY PUBLIC ART OPPORTUNITY



retaining walls (6-2)

The 500' linear feet of retaining wall is our secondary recommendation for public art in Project 6. Most likely the walls will be built using soil nail techniques. Design collaboration between the project artist and engineer would result in a more aesthetic looking wall and the current project engineer likes the idea of artist collaboration on the look of the retaining walls in this project. The artist could suggest colors, seeding materials or patterns that would allow the wall to have a look that works more holistically with the bridge design aesthetic.

COMMUNITY PERSPECTIVES

"We care about
bike and walking
paths and ease of
access."

(Ward 4 Resident)

MAP SEGMENT 3

IRVINGTON ROAD - VALENCIA ROAD

MAP SEGMENT 3

PROJECT 2: IRVINGTON ROAD - VALENCIA ROAD

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 3
IRVINGTON ROAD - VALENCIA ROAD

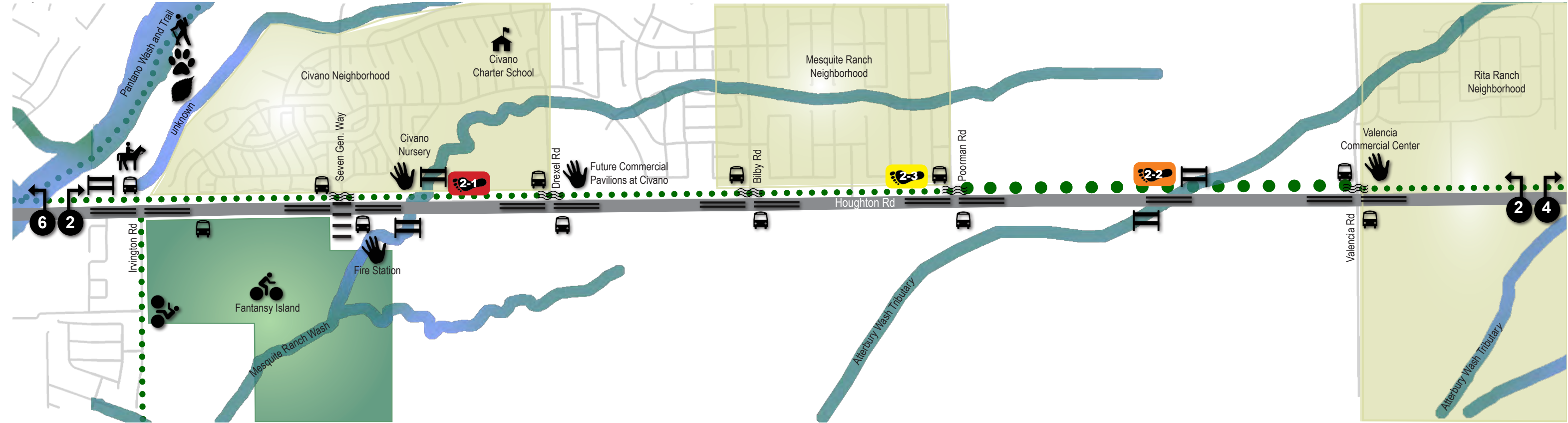
MAP SEGMENT 3 - PROJECTS

(listed from north to south)



Project 2

Irvington Road -
Valencia Road



2 PROJECT 2 ART OPPORTUNITIES

PRIMARY: GREENWAY (2-1)



Significant right of way exists along the greenway near the Civano Nursery. This is the most populated area and therefore the highest priority. Artists are encouraged to work closely with the landscape architects to create a holistic vision for the greenway. An artist interested in an innovative approach in developing art that creates a hub for pedestrians and cyclists is recommended. See master plan document for additional information.

SECONDARY: GREENWAY (2-2)



Project 2 contains the only full 50' ROW section of greenway, between Poorman Road and Valencia Road. Artists are encouraged to work closely with the landscape architects to create a holistic vision for the greenway. An artist interested in an innovative approach in developing art that creates a hub for pedestrians and cyclists is recommended. See master plan document for additional information.

TERTIARY: GREENWAY (2-3)



Right of Way exists at the northeast corner of Poorman Road and Houghton Road. Artists are encouraged to work closely with the landscape architects to create a holistic vision for the greenway. An artist interested in an innovative approach in developing art that creates a hub for pedestrians and cyclists is recommended. See master plan document for additional information.

KEY:

SITE ANALYSIS

- VIEWS
- TOPOGRAPHY
- VEGETATION
- WILDLIFE
- HISTORIC SIGNIFICANCE
- PRE-HISTORIC
- COMMERCIAL/SERVICE
- SCHOOL
- CHURCH
- STABLE
- PARK
- TRAIL
- BIKE ROUTE/NODE
- EXISTING PUBLIC ART
- WASH
- CDRC NEIGHBORHOOD
- PARK/SIGNIFICANT VEGETATION

TRANSPORTATION ENHANCEMENTS

- GREENWAY/MULTI-USE USE PATH
- BRIDGE
- RETAINING WALL
- ENTRY WALLS
- NEW STANDARD RAIL
- SIGNALIZED CROSSING
- HIGH VISIBILITY CROSSWALK
- CURBED MEDIAN
- SIGNIFICANT RIGHT OF WAY
- SIGNIFICANT LANDSCAPE DESIGN
- PARK AND RIDE
- BUS PULL-OUT
- PROJECT LIMITS

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

PROJECT 2

Boundaries: Irvington Road- Valencia Road

Proposed Implementation Date: 2011

CDRC Neighborhoods: Civano and Mesquite Ranch

Length: 3.5 miles

Proposed Public Art Budget: \$160,000

MAP SEGMENT 3

PROJECT

2

COMMUNITY



These ecologically minded communities expressed sustainability, recreation and family oriented activities as identifying characteristics. Activity nodes include the natural environment, trails, pocket parks, several small businesses, and Civano Charter School.

Civano Nursery draws people from throughout Pima County. A local fire station exists at the intersection of Houghton Road and Seven Generations Way. The majority of residents live between Irvington Road and Poorman Road.

Plans are underway at Drexel Road for a Tucson Medical Center satellite, doctors' offices, a potential restaurant, and supermarket. The intersection at Valencia Road is predicted to become the most developed commercial intersection in southeast Tucson.

Just north of Drexel Road the power poles switch to the east side of Houghton Road. These large poles are a dominant non-aesthetic visual. There are also two large imposing billboards on the east side of Houghton Road, north of Valencia Road and south of Poorman Road.

COMMUNITY PERSPECTIVES

“Our subdivisions are all very different” (style of homes and the residents who live there)
(Ward 4 CDRC Member)



Plans are underway at Drexel Road for a Tucson Medical Center satellite, doctors offices, a potential restaurant, and supermarket.

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 3

PROJECT

2

ENVIRONMENT



Spending time outdoors is an important part of living in this community. Trails and walking paths are used regularly as well as several small parks located within the neighborhoods. Fantasy Island Mountain Bike Park attracts considerable attendance from throughout Pima County. A large undeveloped parcel of state land exists from Poorman Road to Valencia Road.

TRANSPORTATION ENHANCEMENTS



The existing two-lane roadway will increase to six-lanes with rubberized asphalt for sound mitigation and improved drainage. The Irvington

Road and Valencia Road Intersections will be improved with new signalization. The landscaping will maintain the scenic corridor and utilize water harvesting and native plants. The roadway improvements will also incorporate wildlife-sensitive design and respect the existing view sheds. 6' continuous bike lanes are proposed for both sides of Houghton Road and all future development in the area will include a 30-foot scenic buffer zone.

bus pull-outs: Are planned at major intersections.

signalized crossing: A signalized fire crossing will be located at Seven Generations Way.

COMMUNITY PERSPECTIVES

“Make
something
green for the
greenway!”

(9 Year Old Ward 4 Art
Enthusiast)



Steel entry signage welcomes you to the Mesquite Ranch Neighborhood.

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 3

PROJECT

2

pedestrian rail: The new ‘standard’ pedestrian rail will be used for approximately 1,900 linear feet of rail through this section. The new rail will add a visual continuity and identity to the project. Conceptually the new ‘standard’ rail is inspired by flowing water.

median: A curbed median with landscaping will be located within 500’ of intersections, at drainage crossings. Depressed medians, which act as water harvesting basins for landscaping, will be incorporated at the center and edge of roadway when no curb is needed. Additional basins may be included near the Civano Neighborhood.

greenway/multi-use path: A dual path ‘greenway’ for pedestrians and bicycles will be located on the east side of Houghton Road through this section. The greenway consists of a detached 12’ asphalt path (closest to road), and a 10’ soft path. The greenway design between Poorman Road and Valencia Road will have a 50’ right of way.

high visibility crosswalk: A new ‘standard’ high visibility pedestrian crossing has been designed for major and minor crossroads and commercial drives along the greenway. The new ‘standard’ high visibility crosswalks will add continuity to the corridor and bring attention to the greenway.

COMMUNITY PERSPECTIVES

“This is a
child/family/
pet friendly/
neighborhood.”

(Ward 4 Residents)



*The historic character of the area surrounds even
the most modern developments along Houghton Road.*

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 3

PROJECT

2

CIVANO COMMUNITY MEETING FEEDBACK

There exists a sensitivity amongst the residents that the flora and fauna existed first and that we human must be respectful of what we do and how we coexist.

Civano residents know solar technology inside out and do whatever possible to promote “green” philosophy in their thinking, planning and actions.

Civano Residents would like to see art that would act as gathering places both large and small, that are social and individual, human and pet friendly.

PUBLIC ART OPPORTUNITIES



greenway (2-1) (2-2) (2-3)

Art that can be integrated within the greenway is an important opportunity for the Irvington Road to Valencia Road section. The greenway affords a unique opportunity to create artistic destinations. Several areas along the greenway have significant right of way for public art. It is recommended that the artist focus the majority of funds in populated areas. Artists are encouraged to work closely with the landscape architects to create a holistic vision for the greenway. Non-traditional seating (boulders) and adequate shade near the sculpture(s) could enhance the space for pedestrian users (cyclists, runners). ‘Stand alone’ art is recommended.

COMMUNITY PERSPECTIVES

“Art along the greenway could include stations that could function in different ways. Some could be where there is a good view, some could be informational.”

(Ward 4 Resident)



Cyclists ride along the soon to be ‘greenway’ in front of Civano Nursery.

MAP SEGMENT 4

VALENCIA ROAD - OLD VAIL ROAD

MAP SEGMENT 4

PROJECT 4: VALENCIA ROAD - OLD VAIL ROAD

PROJECT 1: OLD VAIL ROAD/MARY ANN CLEVELAND WAY INTERSECTION

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 4
VALENCIA ROAD - OLD VAIL ROAD

MAP SEGMENT 4 - PROJECTS

(listed from north to south)



Project 4

Valencia Road -
Old Vail Road



Project 1

Old Vail Road/
Mary Ann Cleveland Way
Intersection



4 PROJECT 4 ART OPPORTUNITIES

PRIMARY: ENTRY WALLS * (4-1)

There is potential for project coordination on the new Rita Ranch entry walls and fencing at Rita Road and Mary Ann Cleveland Way. Integrated art is recommended.

1 * **design carryover required** - It is recommended that the design chosen for Rita Road entry walls be repeated at the Mary Anne Cleveland Way Intersection entry walls, which are also being replaced. See master plan document for additional information.

SECONDARY: CURBED MEDIAN (4-2)

A curbed median will be located within 500' of intersections and at drainage crossings. Confirm curbed median locations with project engineers. Design collaboration between project artists and landscape architects is recommended to enhance entry wall design. See master plan document for additional information.

1 PROJECT 1 ART OPPORTUNITIES

DUE TO PROJECT COMPLETION NO PUBLIC ART BUDGET EXISTS FOR PROJECT 1

DESIGN CARRYOVER: ENTRY WALLS (1-1)

The Rita Ranch entry wall at Mary Ann Cleveland Way was removed due to construction and will need to be replaced. It is recommended that the artists selected for Project 4 work to integrate the Rita Road entry wall design into the Mary Ann Cleveland Way entry walls. See master plan document for additional information.

4

KEY:

SITE ANALYSIS		TRANSPORTATION ENHANCEMENTS	
	VIEWS		GREENWAY/MULTI-USE USE PATH
	TOPOGRAPHY		BRIDGE
	VEGETATION		RETAINING WALL
	WILDLIFE		ENTRY WALLS
	HISTORIC SIGNIFICANCE		NEW STANDARD RAIL
	PRE-HISTORIC		SIGNALIZED CROSSING
	COMMERCIAL/SERVICE		HIGH VISIBILITY CROSSWALK
	SCHOOL		CURBED MEDIAN
	CHURCH		SIGNIFICANT RIGHT OF WAY
	STABLE		SIGNIFICANT LANDSCAPE DESIGN
	PARK		PARK AND RIDE
	TRAIL		BUS PULL-OUT
	BIKE ROUTE/NODE		PROJECT LIMITS
	EXISTING PUBLIC ART		
	WASH		
	CDRC NEIGHBORHOOD		
	PARK/SIGNIFICANT VEGETATION		

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 4

PROJECT

4

PROJECT 4

Boundaries: Valencia Road– Old Vail Road

Proposed Implementation Date: 2011

CDRC Neighborhoods: Rita Ranch

Length: 1.7 miles

Proposed Public Art Budget: \$151,000 - \$166,000

COMMUNITY



The Rita Ranch community is a relatively new development by Houghton Road standards. Residents classify their neighborhood as

family oriented, child friendly, fun, peaceful and clean. Rita Ranch Commercial Center and Valencia Commercial Center are the largest activity nodes along the Houghton Road Corridor. Schools along this segment include; Cottonwood Elementary, Desert Sky Middle School and Empire High School.

Wooden power poles are on the west side of Houghton Road however they are set farther from the roadway. The east side will eventually include some large power poles. Public art exists in Purple Heart Park.



Rita Ranch residents classify their neighborhood as family oriented, child friendly, fun, peaceful and clean.

COMMUNITY PERSPECTIVES

What five words would you use to describe your neighborhood?
“Family, Fun, Active, Peaceful, Social”

“I like every form of art. Art that makes a political statement would not be good for our neighborhood.”
(Rita Ranch Residents)

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 4

PROJECT

4

HISTORY



The historic site of Esmond Railroad Station can be seen off Esmond Station Road just east of Houghton Road. Remains still exist of the station (once called Papago) on State Trust Land. There was an infamous railroad wreck at the site on January 28, 1903.

The property Rita Ranch is built on was originally owned by Howard Hughes. Rita Ranch is named after Rita Hayworth.

ENVIRONMENT



Several neighborhood parks, including Purple Heart Park, are centers

of activity within Rita Ranch. Residents enjoy walking paths and trails within their community.

TRANSPORTATION ENHANCEMENTS



The existing two-lane roadway will increase to six-lanes with rubberized asphalt for sound mitigation and improved drainage. The landscaping will maintain the scenic corridor and utilize water harvesting and native plants. The roadway improvements will also incorporate wildlife-sensitive design and respect the existing view sheds. 6' continuous bike lanes are proposed for both sides of Houghton Road and all future development in the area will include a 30-foot scenic buffer zone.

COMMUNITY PERSPECTIVES

The community is interested in integrated and functional art as a priority with environmental art as a secondary priority.

(‘Family Fun Day’ Resident Feedback)



Wreckage of the infamous head-on train collision near Esmond Station.

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 4

PROJECT

4

bus pull-out: Is planned at Rita Road Intersection.

pedestrian rail: The new 'standard' pedestrian rail will be located at drainage crossings throughout this section, lengths to be determined. The new rail will add a visual continuity and identity to the project. Conceptually the new 'standard' rail is inspired by flowing water.

median: A curbed median with landscaping will be located within 500' of intersections, at drainage crossings. Depressed medians, which act as water harvesting basins for landscaping, will be incorporated at the center and edge of the roadway when no curb is needed.

greenway/multi-use path: A dual path 'greenway' for pedestrians and bicycles will be located on the east side of Houghton Road through this section. Right of way paths and widths will vary along the length of the greenway.

high visibility crosswalk: A new 'standard' high visibility pedestrian crossing has been designed for major and minor crossroads and commercial drives along the greenway. The new 'standard' high visibility crosswalks will add continuity to the corridor and bring attention to the greenway.

COMMUNITY PERSPECTIVES

Art that applies the concept of re-use and art that is interactive are good ideas as well.

('Family Fun Day' Resident Feedback)



Rita Ranch Family Fun Day is an annual event that brings the community together.

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 4

PROJECT

4

RITA RANCH “FAMILY FUN DAY” FEEDBACK

Artwork that would improve the aesthetics of the roadway, the wise use of color, the potential use of solar power within the art, and art that motivates cyclists and pedestrians are all important directions.

The community is interested in hiring a local artist versus someone from out of town.

The community uses the roadway equally as motorists and pedestrians.

When asked if residents would prefer to have the walls replaced exactly or to have a new design with artist input and art elements the following comments were expressed:

- It is a new roadway, let's have new walls
- As long as the artist shows designs to the neighborhood it is a great idea.
- Sure, it will be a good way to show neighborhood identity
- Make them maintenance free
- Make sure that the artists shows the neighborhood potential designs for feedback

COMMUNITY PERSPECTIVES

The community is interested in artwork that reinforces community identity as well as cultural history.

(‘Family Fun Day’ Resident Feedback)



The existing Rita Ranch entry walls and fencing will be removed and replaced as part of Project 4.

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 4

PROJECT

4

PRIMARY PUBLIC ART OPPORTUNITY

entry walls and fencing * (4-1)

The Rita Ranch entry walls and commercial center fencing will be replaced at the northwest and southwest corners of Rita Road and Houghton Road. The Rita Ranch Entry Walls at Mary Anne Cleveland Intersection have already been removed as part of Project 1 but have yet to be replaced. There is potential for the artist to be involved in the design of the entry walls and fencing with neighborhood input, as well as potential for the artist to fabricate art elements that will be integrated within the walls and fencing. Community feedback at Family Fun Day strongly leaned towards artist involvement.

1 * design carryover required - It is recommended that the wall design used for Rita Road entry walls be repeated in full or part at the Mary Anne Cleveland Way Intersection entry walls, which are also being replaced.

SECONDARY PUBLIC ART OPPORTUNITY

curbed median (4-2)

A curbed median will be located within 500' of intersections and at drainage crossings. Design collaboration between project artists and landscape architects may be possible.

COMMUNITY PERSPECTIVES

There is equal
desire for art with
bright colors as
there is for art that
uses subtle desert
colors.

('Family Fun Day' Resident
Feedback)



*Artistic wall examples by
Jack Mackie (left) and Ken Williams (right).*

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 4

PROJECT

1

PROJECT 1

Boundaries: Mary Ann Cleveland Way Intersection

Implementation Date: Completed in 2010

CDRC Neighborhoods: Rita Ranch

Length: .4 miles

Proposed Public Art Budget: Construction Completed

COMMUNITY



This intersection provides access to Empire High School, Cienaga High School, and the community of Vail. This was the first of the Houghton Road Corridor Roadway Improvement projects and is already completed. Public art (wrought iron artwork, animals and plants, solar lighting) was removed and has been replaced at Mary Ann Cleveland Way Intersection.

TRANSPORTATION ENHANCEMENTS



The existing two-lane roadway was increased to six-lanes with rubberized asphalt for sound mitigation and improved drainage. The Mary Ann Cleveland Way Intersection was improved with new signalization. The landscaping maintains the scenic corridor and utilizes water harvesting and native plants. The roadway improvements incorporate wildlife-

sensitive design and respect the existing view sheds. 6' continuous bike lanes exist on both sides of Houghton Road and all future development in the area will include a 30-foot scenic buffer zone.

bus pull-out: Exists at Mary Ann Cleveland Way Intersection

median: A curbed median with landscaping is located at the Mary Ann Cleveland Way Intersection.

entry walls: The Rita Ranch entry walls at Mary Ann Cleveland Way Intersection will be replaced as part of the construction improvements.

DESIGN CARRYOVER ART OPPORTUNITY

Due to project completion no public art budget exists for Mary Ann Cleveland Way Intersection.



entry walls - design carryover required - (1-1)

The Rita Ranch entry walls at Mary Ann Cleveland Way were removed due to construction and will need to be replaced. It is recommended that the artists selected for Project 4 work to integrate the Rita Road entry walls design into the Mary Ann Cleveland Way entry walls.

COMMUNITY PERSPECTIVES

“This project team and the CDRC did a great job and the intersection looks wonderful.”

(Shirley Scott, Ward 4 Council Member)

MAP SEGMENT 5

OLD VAIL ROAD - INTERSTATE-10

MAP SEGMENT 5

PROJECT 5: UPRR BRIDGE

PROJECT 10: UPRR BRIDGE - INTERSTATE-10

PUBLIC ART OPPORTUNITIES CHART

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 5
OLD VAIL ROAD - INTERSTATE - 10

MAP SEGMENT 5 - PROJECTS

(listed from north to south)



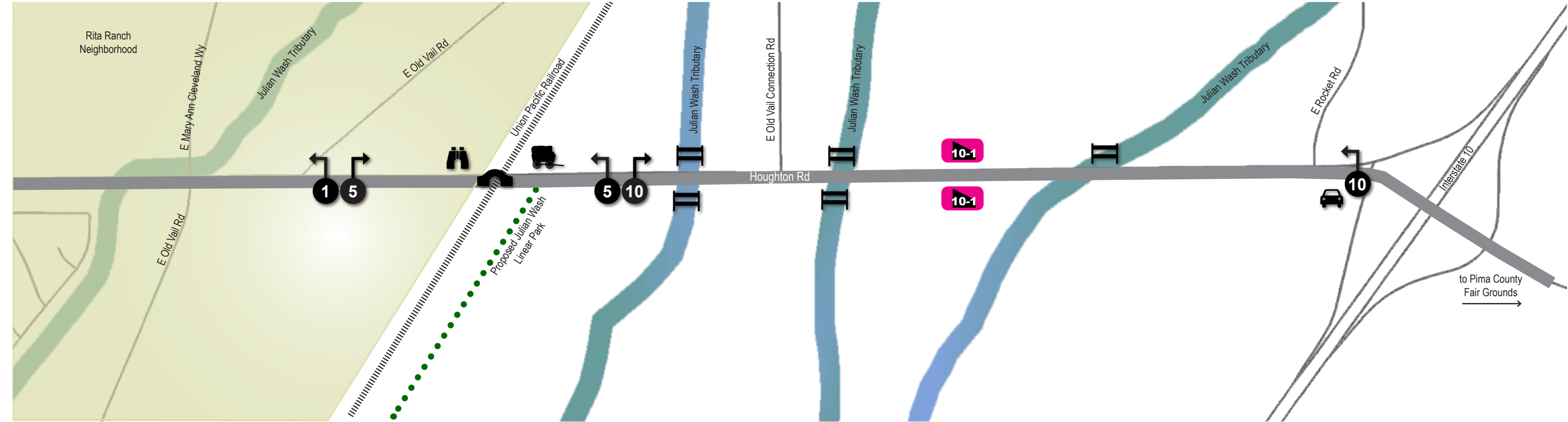
Project 5

Old Vail Road -
UPRR Bridge



Project 10

UPRR Bridge -
Interstate - 10



5 PROJECT 5 ART OPPORTUNITIES

DUE TO DESIGN AND BUDGET CONSTRAINTS
NO SIGNIFICANT ART OPPORTUNITIES EXIST IN
PROJECT 5

10 PROJECT 10 ART OPPORTUNITIES

DUE TO BUDGET CONSTRAINTS NO PUBLIC ART
BUDGET EXISTS FOR PROJECT 10

DESIGN CARRYOVER: RETAINING WALLS (10-1)
A combined total of Approx.1000 linear feet of retaining wall will be built on the east and west side of Houghton in Project 10, location to be determined. Project coordination is recommended using the form liners from Project 7 to give a sense of continuity. See master plan document for additional information.

KEY:

SITE ANALYSIS		TRANSPORTATION ENHANCEMENTS	
	VIEWS		GREENWAY/MULTI-USE USE PATH
	TOPOGRAPHY		BRIDGE
	VEGETATION		RETAINING WALL
	WILDLIFE		ENTRY WALLS
	HISTORIC SIGNIFICANCE		NEW STANDARD RAIL
	PRE-HISTORIC		SIGNALIZED CROSSING
	COMMERCIAL/SERVICE		HIGH VISIBILITY CROSSWALK
	SCHOOL		CURBED MEDIAN
	CHURCH		SIGNIFICANT RIGHT OF WAY
	STABLE		SIGNIFICANT LANDSCAPE DESIGN
	PARK		PARK AND RIDE
	TRAIL		BUS PULL-OUT
	BIKE ROUTE/NODE		PROJECT LIMITS
	EXISTING PUBLIC ART		
	WASH		
	CDRC NEIGHBORHOOD		
	PARK/SIGNIFICANT VEGETATION		

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 5

PROJECT

5

PROJECT 5

Boundaries: Union Pacific Railroad (UPRR) Bridge

Proposed Implementation Date: 2012

CDRC Neighborhoods: Rita Ranch

Length: .5 miles

Proposed Public Art Budget: No Current Budget

COMMUNITY



Project 5 is limited to the UPRR Bridge. Funding for the construction of the UPRR Bridge comes from federal monies and they are not interested in including art on the bridge at this time.

ENVIRONMENT



The existing bridge arches over the UPRR tracks and provides extended mountain and valley views. The Pima County Urban Loop plan will connect the Houghton Road Greenway to the Julian Wash Linear Park just south of the UPRR tracks.

HISTORY



Union Pacific was a stage coach route before the railroad with

stations every 6-9 miles. UPRR began as the Southern Pacific Railroad in 1880. Courtesy of the AZ Historical Society

TRANSPORTATION ENHANCEMENTS



The existing two-lane bridge will be removed and a new six-lane bridge will replace it with rubberized asphalt for sound mitigation. The landscaping will maintain the scenic corridor and utilize water harvesting and native plants. The roadway improvements will also incorporate wildlife-sensitive design and respect the existing view sheds. All future development in the area will include a 30-foot scenic buffer zone.

bridge: The UPRR Bridge will be rebuilt with federal funding.

PUBLIC ART OPPORTUNITIES

Funding for the UPRR Bridge comes from federal funding sources which do not provide % for art funding. No public art opportunities exist at the UPRR Bridge.

COMMUNITY PERSPECTIVES

“This area has a long history of being traveled. First by native Americans along footpaths, then as stage coach routes and finally as a railroad route.”

(Ward 2 Resident)

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

MAP SEGMENT 5

PROJECT

10

PROJECT 10

Boundaries: UPRR Bridge – Interstate -10

Proposed Implementation Date: 2018

CDRC Neighborhoods: 0

Length: 1.1 miles

Proposed Public Art Budget: No Current Budget

COMMUNITY



This is a rural area with on significant population. A informal Park and Ride is located near Interstate -10.

TRANSPORTATION ENHANCEMENTS



The existing two-lane roadway will increase to six-lanes with rubberized asphalt for sound mitigation and improved drainage. The landscaping will maintain the scenic corridor and utilize water harvesting and native plants. The roadway improvements will also incorporate wildlife-sensitive design and respect the existing view sheds. All future development in the area will include a 30-foot scenic buffer zone.

retaining walls: A combined total of approx. 1,000 linear feet of retaining wall will be built on the east and west side of Houghton

Road in this segment, location to be determined.

park and ride: The Park and Ride located near Houghton Road and Interstate-10 will be upgraded.

pedestrian rail: The new ‘standard’ pedestrian rail will be located at drainage crossings throughout this section, lengths to be determined. The new rail will add a visual continuity and identity to the project. Conceptually the new ‘standard’ rail is inspired by flowing water.

DESIGN CARRYOVER ART OPPORTUNITY

Due to budget constraints no public art budget exists for Project 10. The informal Park and Ride near Interstate-10 will be upgraded by SunTran and may have a separate art budget.



retaining walls - design carryover required (10-1)

The 1000 linear feet of retaining wall will be the most visible opportunity. The recommendation is to reuse the form liners from Project 7 to give a sense of continuity and save the art budget for more densely populated areas.

An informal Park and Ride near Interstate-10 will be upgraded by SunTran and may have a separate art budget.

COMMUNITY PERSPECTIVES


















“I remember driving Houghton as a child. It was a rural “out in the desert, the middle of nowhere” roadway.

(Former Resident and Design Team Member)

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

PUBLIC ART OVERVIEW

PUBLIC ART OPPORTUNITIES CHART

	DISTRICT 1				DISTRICT 2		DISTRICT 3	DISTRICT 4		DISTRICT 5	
ROADWAY PROJECT	11	7	3	8	9	6	2	4	1	5	10
BOUNDARIES	Tanque Verde - Speedway	Speedway - Broadway	Broadway - Intersection	Broadway - 22nd	22nd - Escalante	Escalante - Irvington	Irvington - Valencia	Valencia - Old Vail	Mary Anne Cleveland	UPRR Bridge	UPRR - I-10
PROPOSED DATES	2019	2014	2011	2015	2016	2013	2011	2012	2010	2012	2018
PUBLIC ART BUDGET RANGE	\$97,000 - \$110,000	\$85,000 - \$97,000	no current budget	\$106,000 - \$118,000	\$132,000 - \$146,000	\$120,000 - \$135,000	\$160,000	\$151,000 - \$166,000	construction completed	no current budget	no current budget
LENGTH	1.5 mi	.5 mi	.5 mi	1.1 mi	1.8 mi	.9 mi	3.5 mi	1.7 mi	.4 mi	.5 mi	1.1 mi
WARD	2	4	4	4	4	4	4	4	4	4	4
BRIDGE											
R.O.W.											
MEDIAN											
RETAINING											
CROSSING											
DISPERSED											
GREENWAY											
ENTRY WALLS											
DESIGN CARRYOVER											

 Primary
  Secondary
  Tertiary
  Carryover

HOUGHTON ROAD CORRIDOR
PUBLIC ART MASTER PLAN

PUBLIC ART MASTER PLAN

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COMMUNITY CONTACT LIST

Available through Melissa Anguiz at Gordley Design Group

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

PUBLIC MEETING DOCUMENTATION

Community Events Initiated By Master Planners

March 3, 2010 Civano Neighborhood Association Meeting

Presentation, Ward 4

Attended by Nina Borgia-Aberle

Approximately 50-60 residents in attendance

Presented overview of planning process, art types board, and handed out “getting to know you” questionnaire. The concepts for the separate rail design were a direct result of this meeting.

Contact Person: Simmons Buntin, 241-7390, simmons@civanoneighbors.com

May 29, 2010 Family Fun Day, Rita Ranch, Ward 4

Attended by Nina Borgia-Aberle and Blessing Hancock

Approximately 200 attendees

Spoke to close to 100 community members, collected close to 50 questionnaires from adults and children. Collected information about the corridor in general and Rita Ranch likes and dislikes for public art in their community. Shared the Public Art Primer in book form and the Art Types Board in Poster form. Unveiled “Got Art” and the new art page on Houghton website. Gave out buttons and balloons.

Contact Person: Al Wiruth, 663-6252, alwiruth@yahoo.com

APPENDICES

June 2, 2010 Open House for Paul Cunningham, Ward 2

Attended by Joe O’Connell and Nina Borgia-Aberle

Set up an easel with information about the Corridor Planning Project and the initial pedestrian rail concepts for feedback. Spoke to approximately 20 attendees: collected 5 questionnaires.

Contact Person: Katie Bolger, Ward 2, 791-4687

June 30, 2010 Civano Neighborhood Special Event

Brainstorming Invitational

Attended by Nina Borgia-Aberle and Joe O’Connell

Invited all Ward 2 and Ward 4 CDRC members as well as Civano residents for a pedestrian rail brainstorming session that included hands on drawing and discussion of rail concepts.

Attended by approximately 8 people including one CDRC member from Ward 2

Contact Person: Simmons Buntin, 241-7390, simmons@civanoneighbors.com

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

September 1, 2010 Eastside Neighborhood Association Meeting

Attended, Nina Borgia-Aberle

Presented an overview of the Public Art Master Plan process specifically focusing on ENA communities. Discussed the public art process as requested by a neighbor, presented the railing options and answered questions about Master Plan recommendations.

Contact Person: Frank Salbego, 296-1023, salbego@cox.net

October 5, 2010 National Night Out, Rancho Paraiso, Harrison South Neighborhood

Attended by Nina Borgia-Aberle

Set up an easel with Ward 4 Recommendations and gave several informal overview talks to small groups of neighbors. Attended by approximately 30 residents. Spoke to about half and receive questionnaires from 3.

Contact Person: Briana Currin, 721-5214, bricurr@cox.net

Public Meetings

Feb. 17, 2010 (Houghton and Broadway)

April 13, 2010 (Irvington to Valencia)

APPENDICES

Ward 2 CDRC Meetings

Jan. 21, 2010

April 22, 2010

Nov. 3, 2010

Ward 4 CDRC Meetings

Jan. 12, 2010

March 31, 2010

Aug. 17, 2010

Nov. 17, 2010

Design Team Meetings

January 27, 2010

February 24, 2010

March 31, 2010

April 28, 2010

May 26, 2010

June 30, 2010

July 28, 2010

September 29, 2010

October 27, 2010

December 1, 2010

HOUGHTON ROAD CORRIDOR PUBLIC ART MASTER PLAN

SUPPORTING DOCUMENTS

<http://cms3.tucsonaz.gov/project/houghton-road>

- Houghton Road Corridor Study
- Houghton Road Corridor Study: Technical Memorandum
- New 'Standard' Pedestrian Rail Design
- New 'Standard' Crosswalk Design
- Public Art Primer
- Art Types Board
- Typical Art Survey Form
- Typical Art Planning Handout
- "An Introduction to Public Art in Transportation,
A Non-Urban Focus"

http://cms3.tucsonaz.gov/history/tucson_history

A Brief History of Tucson

<http://rfcd.pima.gov/outreach/flooding/>

Past Flood Events in Pima County, October 1983 Flood

<http://www.pima.gov/nrpr/geninfo/masterplan.htm>

Eastern Pima County Trails System Master Plan

APPENDICES

http://www.pima.gov/nrpr/parks/urban_loop/urbanloopmap.htm

Pima County Urban Loop Map

<http://homepage.mac.com/icafe/RitaRanch/TrainWreck.html>

<http://homepage.mac.com/icafe/RitaRanch/EsmondStation.html>

Esmond Railroad Station History

prepared for :
City of Tucson
Department of Transportation
2010/11